FEDERAL BUREAU OF INVESTIGATION FOI/PA DELETED PAGE INFORMATION SHEET FOI/PA# 1:16-cv-01790-02

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AC, SEATTLE	(164-81)	Time: Transmitted - 4	_
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ORJAK		Received - ¿	JQ.
☐ Fingerprint Recor	d 🗀 Map	☐ Newspaper clipping	☐ Photograph
) map and (1) two	page memo
min)	1/9/72	SAME AS	SEP
ructions:	***	164	-8/- 185
	min)	**************************************	XX Other (1) map and (1) two from

SAC, SEATTLE (164-81)

1/11/72

SA CHARLES E. FARRELL

NORJAK

Re: SEARCH

U.S. AIR FORCE SR-71 AIRCRAFT

The Sacramento Division in a teletype dated 12/3/71 (Ser. 550) advised that Beale AFB, California, had offered, free of charge to the Bureau, use of an SR-71 aircraft to photograph terrain over which the hijacked airplane had flown on its trip to Reno.

This aircraft was described as an extremely sophisticated aerial reconnaissance plane which would photograph a strip 20 miles wide with photographic resolution of detecting objects on the ground 2 feet square. The film strip would then be reviewed by trained and qualified U.S. Air Force personnel.

Due to weather conditions along the route, being inclement at times, the flight never was made.

On 1/10/72 the writer contacted SAC JOHN WILLIAMS, Sacramento, and explained the results of the experiment on 1/6/72. Mr. WILLIAMS was requested to have the Air Force contacted to see if the flight could be made only over the State of Washington and perhaps from the Columbia River to a point some 30 miles north. He was also asked if the Air Force could advise what we could expect of such an over flight in the way of information which would be helpful in the search of this terrain.

In response to the above call, SA who has been handling the hijacking case at Sacramonto, advised he had contacted Beale AFE and made the request for the over flight and that he would attempt to determine if it could be made, noting that weather conditions still are effective.

Copies of the revised map of the area to be searched were forwarded the night of 1/10/72 to Sapramento.

CEF:klb (4)

DB Cooper-27691

SERICINA DIL TILLO

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 Probable jump time (0411 GMT) from an analysis of the recorded communication from the flight relative to the cabin pressure fluctuation. Flight tests conducted on January 6 confirmed that the pressure fluctuation almost certainly occurred at the time the HJ left the airplane.

_	Wind information	from	10,000	MSL	to th	e ground	as	determine	ed by	
- [1		

- Human body trajectories from data furnished by The Boeing Company (free-fall) and who is an expert parachutist.
- Time correlation from the above USAF radar information and from the NWA communications network tape recording.
- Airplane airspeed and altitude from the airplane's flight recorder.

The plot is explained as follows:

43.

- 1. The heavy dashed line C-D-E-S defines the airplane's probable ground track.
- 2. Line G-I-J-K defines the westernmost, and Line L-M-N-O the easternmost probable airplane ground tracks based on the stated position tolerance of ±.5 nautical mile of the USAF radar plot.
- 3. Lines A—B, H—P, and O—R are the average wind vectors between 10,000' MSL and the ground, and are the lines parallel to which the HJ would drift after the parachute had opened.
- 4. Line H-S-T defines the northernmost (earliest) points over which the HJ probably left the airplane. Line K-F-O defines the southernmost (latest) points over which the HJ probably left the airplane. The north-south span of possible jump positions is a product of the radar position tolerance of ±.5 mile, and the possible communication time determination tolerance of ±1 minute.
- 5. The area within the boundary defined by Points H-P-Q-R-O-K-J-I-H marks the extreme limits of probable landing points based on the above tolerances. That is, assuming the highest probable degree of inaccuracy in aircraft position, jump time, wind vector, etc., all probable HJ landing points would lie within the area defined by this line.
- 6. If it is assumed aircraft position, jump time, wind vector, and other inputs used are all accurate (without allowance for the above stated tolerances):
 - a. The HJ's landing point would be at Point A if his 'chute did not open, or if he opened it so soon that the high speed caused 'chute damage that resulted in the equivalent of a free-fall to the ground. (The horizontal body trajectory due to

ъ6 ъ7с

ь6 ь7с DIRECTOR, FBI (164-2111)

January 10, 1972

SAC, SEATTLE (164-81) (P)

Sub E.

NORJAK '

There is being sent under separate cover a copy of a film taken by the U. S. Air Force cameraman from a chase plane adjacent to the Northwest Boeing 727 during the simulated flight made on January 6, 1972 to determine the reactions of the airplane to the dropping of approximately 235 pounds from the rear steps in the same manner which is believed to have been used by the hijacker.

A review of the film shows the normal flight, together with a depression of the stairway as the load descends on the steps.

The Bureau is requested, if it desires, to review the film and then return it to the Seattle Office, it being the original copy. A copy has been made of the film for the U. S. Air Force per their request, and Northwest Airlines for its review.

There are also enclosed in the same package sequential black and white still photos showing the depression of the rear stairway by the addition of the sled and the reaction of the stairway to the actual departure of the sled, it being noted that the stairway immediately returned to a wear closed position when the weight was taken from it.

3 - Bureau (1 - Package) 2) - Seattle JEM/cjw)

(5) (J

J.F.

Seriolizad Indexed

DB Cooper-276951

164-81-184.J

cas

FBI

	Date: 1/10/72,
'ransmit t	e following in (Type in plaintext or code)
ia .——	TELETYPE NITEL (Priority)
7	TO: . DIRECTOR, FBI (164-2111)
	FROM: SAC, SEATTLE (164-81) DAILY TELETYPE NORJAK.
	BASED ON INFORMATION PROVIDED BY THE UNITED STATES
	AIR FORCE AND THE RESULTS OF THE FLIGHT BY NORTHWEST AIRLINES ON JANUARY SIX, SEVENTYTWO,
	NORTHWEST AIRLINES, HAS NOW REDEFINED THE POSSIBLE
	DROP AREA OF THE HIJACKER WHICH IS LOCATED IN THE UPPER PART
	OF CLARK COUNTY, WASHINGTON, AND THE LOWER PART OF COWLITZ
	COUNTY, WASHINGTON.
	THE SACRAMENTO DIVISION HAS BEEN REQUESTED TO CONTACT THE APPROPRIATE OFFICIALS AT BEALE AIR FORCE BASE
	CALIFORNIA, TO DETERMINE IF THE SR SEVENTYONE RECONNAISSANCE
١,	PLANE, WHICH WAS PREVIOUSLY OFFERED BY THE AIR FORCE, WOULD
	BE AVAILABLE TO PHOTOGRAPH THE NEWLY DEFINED AREA WHICH IS
	NOW LIMITED TO A SECTION NORTH OF THE COLUMBIA RIVER SOME
	THIRTY MILES.
	THE BUREAU WILL BE KEPT ADVISED.
	CEF:klb (2)
	(2) (164-81-1 832
App	oved: Special Agent in Charge Sent 75 M Per 46

DB Cooper-27696

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January 7, 1972

AIRTEL

AIRMAIL

TO : SAC, MINNEAPOLIS

FROM : SAC, SEATTLE (164-81) (P)

SUBJECT: NORJAK

Enclosed for Minneapolis are four black and white prints showing the sequence of dropping dummy package from aircraft involved in this matter during experiment on January 6, 1972. Also enclosed is one roll of 16 mm motion picture film taken by the Air Force during this test.

Minneapolis is requested to immediately deliver the enclosed items to . Northwest Airlines.

2 - Minneapolis (Enc. 5) (RM)

/2 - Seattle JSD:kdl

(4)

DB Cooper-27697

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b7C

Jub 7 164-81-1799

NRØØ5 SE PLAIN

4::3222PM URGENT 12/29/71 VAB

TO DIRECTOR (164-2111)

SPRINGFIELD

MINNEAPOLIS

FROM SEATTLE (164-81) 2P

WRJAK.

RE: SEATTLE TEL TO THE BUREAU DECEMBER TWENTYEIGHT, LAST.

FOR THE INFORMATION OF SPRINGFIELD, ARRANGEMENTS ARE BEING MADE
TO HAVE VOLUNTARY AIR FORCE PERSONNEL PARACHUTE FROM THE IDENTICAL
PLANE INVOLVED IN THIS CASE. ARRANGEMENTS INVOLVE AIR FORCE AND
NORTHWEST AIRLINES AND JUMPS WILL BE MADE AT AN AIR FORCE TRAINING
AREA NEAR MOSES LAKE, WASHINGTON. PURPOSE OF THIS EXPERIMENT IS
TO PINPOINT THE TIME WHEN UNSUB ACTUALLY LEFT THE AIRCRAFT AND WHETHER THIS WAS CAUSE OF OSCILLATION AND CABIN PRESSURE CHANGE EXPERIENCED BY CREW.

END PAGE ONE

DB Cooper-27698

164-81-1915

PAGE TWO 164-81

AIRFORCE PERSONNEL AT MC CHORD AIR FORCE BASE ARE READILY AVAILABLE AND COOPERATIVE AND TWO INDIVIDUALS HAVE VOLUNTEERED TO
PARACHUTE FROM PLANE. HOWEVER, AUTHORITY FROM HEADQUARTERS MILITARY AIR LIFT COMMAND, SCOTT AIR FORCE BASE, IS NEEDED PRIOR TO AIR
FORCE PARTICIPATION. MESSAGE REQUESTING INFORMATION WAS SENT THIS
DATE TO

SCOTT AIR FORCE BASE BY PERSONNEL AT MC CHORD, HOWEVER, THEY DO NOT
EXPECT REPLY UNTIL WEEK OF JANUARY THREE, NEXT.

APRINGFIELD, THROUGH LIAISON IS REQUESTED TO CONTACT

IN EFFORT TO EXPEDITE THIS MATTER.

MINNEAPOLIS CONTACT

NORTHWEST AIRLINES, AND ADVISE OF SITUATION WHICH MAY NECESSITATE DELAY IN ABOVE MENTIONED
TEST. -PEND

AGGL FBI....MMP

DB Cooper-27699

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12/23/71

FILE (164-81)

SAC, SEATTLE

NORJAK

At 8:55 AM, 12/23/71, SAC HELD called from Minneapolis. He advised he had been talking to Mr. NYROP and that arrangements were made for the same 727 to be available to make the simulated flight on 12/27/71.

He suggested that agents actually ride on the plane. He advised that Mr. NYROP had told them he did not want a man to actually make the parachute jump but that we could simulate the conditions by dropping a package of similar weight.

Thereafter

Northwest Airlines, called and advised that he was going to come to Seattle on the evening of 12/26/71 and would be at the Sea-Tac Motor Inn at 8:00 AM on 12/27/71.

I told him we would bring all of the maps and material that we had which has a bearing on this so that we can decide how the flight will take place.

He advised that the airplane would be available for the flight around 4:30 PM. He asked that we make the arrangements for the dummy and the actual drop itself. He will make all the arrangements for the airplane.

belief, that the crew told him that they could see the lights of Portland and other distinctive lights in that area, so given knowledge of the specific area the hijacker could very easily have made a jump to a specific location.

JEM:eon (3)

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DB Cooper 27700

NRØØ4 SE PLAIN

4:28 PM URGENT 12/23/71 JJT

TO MINNEAPOLIS (164-73).

FROM SEATTLE(164-81)

NORJAK.

THER ORIGINAL AND ONE COPY OF AN AIR FORCE MAP OF THE FLIGHT PATH WAS DELIVERED TO NORTHWEST AIRLINES, SEATTLE,

TODAY TO BE DISPATCHED ON FLIGHT TWENTYFOUR, LEAVING AT

FIVE FIFTY PM, ADDRESSED TO

NW AIRLINES, MINNEAPOLIS.

END

FBI MP

MPC

CLRJYYSVUBXR

ь6 ь7с

DB Cooper 27701

164-81-1508

FB!

		(Type in plaintext or code)
	AIRTEL	AIR MAIL
ia		(Priority)
	TO: SAC,	SEATTLE (164-81) . 50B - Q .
	FROM:	SAC, LAS VEGAS (164-60)(P)
	SUBJECT:	NORJAK BUFILE 164-2111 OO: Seattle
	and Seatt	Re Las Vegas airtel to Seattle dated 12/3/71, le airtel to Las Vegas dated 12/8/71.
	of FD-302 of interv of FD-302 should ha	Enclosed herewith for Seattle are two copies interview of Sgt. two copies iew of 1/24//1. and two copies interview of on 11/24/71, all of we been enclosed with referenced Las Vegas airtel.
	search of and also of Seattl	
	2 - Seatt 1- Las V HEH: kmc (3)	Investigation continuing Las Vegas Le (Encl. 10) WH Subsection Su

U. S. GOVERNMENT PRINTING OFFICE : 1989 O • 348-090 (11)

Special Agent in Charge

ERAL BUREAU OF INVESTIGATION

11/26/71

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Reno International Airport, Reno, Nevada, advised the Northwest Airlines 727 Flight 305 would park on the ramp approximately 150 yards east of the airport terminal building. He said no vehicles other than service vehicles would be permitted on the ramp or runway except for FBI vehicles or those authorized on the airport by the FBI.

1

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On	11/24/71 at	Reno, No	evada	· ·	File#	LV 164	-60	<u>-</u>
		;. ·		•			•	•
Ьγ	ŚA		- tlw	•	Date dicte	ated	11/26/71	—. ^{ъ6} ъ7с

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is looned to your agancy: It and its contents are not to be distributed outside your agency.

FEMRAL BUREAU OF INVESTIGATION

Date11/26/71	
Seattle, Washington, telephonically contacted SA at United Airlines, Reno, Nevada, and furnished the following information:	ь6 ь7
The Boeing 727 aircraft, formerly Northwest Airlines Flight 305, had been hijacked earlier in the day while en route to Seattle, Washington, from Portland, Oregon. The airplane landed at Seattle where the hijacker requested \$200,000.00 and four parachutes, two chest packs and two back packs. After the money was delivered to the hijacker in a knapsack, passengers and two of the stewardesses were allowed to deplane.	
At Seattle the hijacker had specified there were to be no police or fire equipment when the plane landed. He requested an unmarked car and a representative of the airline would be allowed to approach the aircraft from a ten o'clock relative position. The only other equipment to go near the aircraft was to be the air stairs and refueling equipment.	
At takeoff the hijacker had directed the aircraft to be flown at 10,000 feet with the rear door down, and flaps and landing gear down.	
requested the following:	ь6 ь7
1. No equipment with beacon lights be in evidence at Reno Airport when the aircraft landed.	,
 No uniformed officers or crowds of spectators be visible from the aircraft. 	
3. That and one other individual, who could be an FBI Agent, meet the aircraft on landing in an unmarked automobile and that this automobile approach the aircraft from a relative position of ten o'clock CTARGROD REPARED.	ь6 ь7
11/24/71 Reno, Nevada LV 164-60	a
File# 164-81 - 1466 Sub.	#
SA - tlw Date diciated 11/26/71	b6 b7

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On....

- 4. Following the unmarked car was to be an air stairs with one man on it in the event access was needed to the cabin of the aircraft by a means other than the rear stairway.
- 5. Following the air stairs a fuel truck with two other fuel trucks standing by for use when the first truck was empty. There should be only one man in each fuel truck.
- 6. That no attempt be made to board the aircraft while the crew was aboard unless it had been determined that the hijacker was surrendering or had departed the aircraft.

on 50,000 pounds of fuel and would proceed wherever directed by the hijacker. said he thought the next stop for the aircraft after Reno would be Yuma, Arizona.	ь6 ь7с
said there were three pilots and a stewardess still aboard the 727.	
was unable to furnish an estimated time of arrival in Reno, Nevada.	

OPTIONAL FORM NO. 10
MAY 1682 EDITION
CSA FPMR (11 CFR) (01-11.6
UNITED STATES GOVERNMENT

Memorandum

TO

FILE (164-81)

DATE:

12/21/71

FROM

SAC, SEATTLE

SUBJECT:

NORJAK

On 12/20/71 I talked to SAC HELD in Minneapolis. I told him that we had made extensive efforts to search the area where the hijacker is believed to have jumped, without discovering any evidence of his whereabouts or identity.

The Northwest Airlines people here have advised that they would be glad to simulate his flight, having a man jump to see whether the crew experienced the same reaction as recorded on the initial flight, and if the flight recorder records the same movement of the plane. If it did not, then it would appear that there was little use searching in the area we were searching in. If it did have the same reaction, then we would have to search an area approximately $2\frac{1}{2}$ miles by 6 miles of virgin timber.

I told SAC HELD I thought it would be well if possible to have the same airplane used with the same crew but I did not see any reason for them to actually jump in the same area since it would be too dangerous and we may lose the jumper, but I did think it would be a good idea to simulate it in an area where the jumper could be recovered.

He advised he had taked to Mr. NYROP about this and that he had instructed that the crew and plane be put together for this purpose as soon as possible.

I inquired of him the status of their proposed offer of a reward and he advised Mr. NYROP had told him that the Seattle P-I Secret Witness Program had announced a \$5,000 reward, which was true, and that he would give consideration to making another \$5,000 offer for information furnished to Northwest Airlines or the FBI, furnishing the identity of the hijacker and evidence to assist in his conviction.

JEM:eon (3)

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SEARCHED INDEXED.
SERIALIZED MS FILED

DEC 22 1971 FBI—SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

PROID SE PLAIN

9:000 PM NITEL 12/17/71 DCA

TO DIRECTOR, FBI (164-2111)

FROM SEATTLE (164-81) 2P

DAILY TELETYPE

NORJAK

THE PRIME APEA INTO WHICH THE SUBJECT MIGHT HAVE PARACHUTED, ALL WITH MEGATIVE RESULTS. THIS AREA WAS CONSIDERED PRIME DUE TO CALCULATIONS BY NORTHWEST AIRLINES OF THEIR FLIGHT RECORDER AND OTHER INSTRUMENTS ABOARD THE PLANE PLUS THE EXPERIENCING OF AN QUOTE OSCILLATION UNQUOTE BY PILOT.

NOPTHWEST AIRLINES HAS OFFEPED TO SIMULATE THE SAME CONDITIONS OF THE AIRCRAFT AS PREVAILED DURING THE HIJACK AND WILL FLY OVER THE SAME COURSE FROM SEATTLE TO RENO. THEY ARE ANXIOUS TO DETERMINE IF THE CONCLUSIONS THEY HAVE PEACHED ARE, IN FACT, CORRECT AND THE ONLY WAY THEY CAN DETERMINE THIS IS TO HAVE A RERUN OF THE ACTUAL CONDITIONS.

SEATTLE WILL ARRANGE, THROUGH THE MINNEAPOLIS OFFICE, FOR END PAGE ONE

sub F-164-81-403

DB Cooper 27707

PAGE THO

SE 164-81

*DRTHMEST TO DO THIS AT SUCH TIME AS NORTHWEST CAN DO SO.

BASED ON THE FINDINGS OF THE ABOVE DESCRIBED FLIGHT, SEATTLE WILL MAKE A JUDGMENT AS TO WHETHER OR NOT ADDITIONAL SEARCHING SHOULD BE CONDUCTED OVER THE PRIME SEARCH AREA OR IF PERHAPS OTHER APEAS COULD BE OPENED AS A POSSIBLE BAIL OUT POINT.

LAS VEGAS, PORTLAND, AND SAN FRANCISCO ARE REING REQUESTED TO INTENSIFY, AS STATTLE HAS DONE, TO HAVE THE LIST OF RANSOM BILLS GIVEN WIDER DISTRIBUTION.

INVESTIGATION OF LOOK-ALIKE SUSPECTS CONTINUES. - P-E N D

FD-36 (R		
	•	FB!
		Date: 12/16/71
ransmit	t the following	in(Type in plaintext or code)
/ia	AIRTEL	(Priority) SUB-E
		P
	TO:	SAC, SEATTLE (164-81)
	FROM:	SAC, MINNEAPOLIS (164-73) (P)
	SUBJECT:	NORJAK
		Re Seattle airtel to Minneapolis dated 12/10/71.
		Enclosed herewith for Seattle are FD-302's
	reflecti	ng interviews with Northwest Airlines,
	Minneapo:	Lis, Minnesota.
		UNSUB SHOULD BE CONSIDERED DANGEROUS
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		DB Cooper-277

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This document contains neither recommendations nor conclusions of the F81, it is the property of the F81 and is lagned to your agency: It and its contents are not to be distributed outside your agency.

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The attached information was taken primarily from manually recorded notes during communications connected with the high-jacking of Northwest Airlines Flight 305, November 24/25, 1971.

The primary method of communication with the flight was direct between MSPFO (Flight Operations) and SEADD (Flight Dispatch), the flight, SEA and SFO ARING, RNO Tower.

Due to the inability to copy everything exactly—and as rapidly—as it occurred, there may be some errors in the following. It is not believed that they are likely to be large or significant.

The following also includes additional information that developed during the incident that appeared relevant.

11/25/71

The following information from various sources, plearly the radio and 'phone-patch communications between the MSP Flight Operations Office "Eagle" line and the flight crew.

Time (CST)*

tion.

15

1658 Flight OFF PDX. High-jacker (HJ) apparently made his demands known shortly after this time.

Preliminary information received from MSP Planning Office (MSPPO):

hJ demanding \$200,000 (denomination not restricted), 2 chest-pack parachutes, 2 pack-pack parachutes. All to be available and ready at airplane parking site before landing will be permitted at SEA.

Apparently has a bomb in briefcase. Passenger apparently boarded at PDX.

Crew advised they would hold over Lofall intersection until all material available. No info yet on destination hJ desired after SEA T.O. hJ had said there was to be no "funny stuff" at any time or he would detonate the bomb. Specified that only the fuel truck, air-stair truck, and automobile with the money and 'chutes approach the airplane. That airplane be parked in an "isolated" position. Gave a deadline of 1900 CST for all demands to be met. hJ remained in tourist cabin with one stewardess sitting next to him and aware of what appeared to be a bomb (dynamite sticks, wire, battery). Passengers not advised that high-jacking in progress, but that

reason for the holding was "minor mechanical problem".

Crew described passenger as white, 6' 1", black hair, 175#, approximately 50, black suit, black rain coat, black brief case. (All information between cockpit and NJ being relayed by "captive" stewardess by cabin/cockpit interphone.)

HJ specified that no vehicles with beacons or flashing red lights or any other were to approach airplane. MSPFO agreed that captain was in full command and all his requests and

wiskes would be honored. Crew taking pains likewise to gain HJ's confidence by giving him full information and coopera-

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HJ also specified that, after SEA landing and parking:

- Fueling to start as soon as engines shut down.

- Stewardess would leave airplane (and only her) and pick up money, then return for 'chutes. he must' see knapsack with money before any other steps taken.

- Passengers will be allowed off after money and chutes are in his possession and fueling under way. . DB Cooper 27/12

1930* . Airplane land SEA after crew and HJ as med that money and 'chutes were available and in position.

> Crew requested car park at 10 to 11 o'clock position to airplane so they could see it properly.

Notes indicate HJ indicated at one time that airplane was open to "any number of vehicles as long as no 'funny stuff' pulled."

Direct communications between crew and MSPFO maintained at all times. Coordination between Tower, vehicles, and airplane on ground at SEA were on Ground Control frequency 121.7.

First fuel truck apparently ran out of fuel. Crew requested second truck, with third one to be standing by. Considerable delay in getting full load of fuel and his was getting "nervous", saying that you must "get the show on the road".

hJ specified that he wanted to go to Mexico City non-stop, that the aircraft configuration must be 'gear DOWN, :flaps at 15°, that the aft entry door must be open at all times, and that the aft stairs be extended after take-off. Later specified that stairs must be fully extended before take-off. MSPFO advised crew (1) that non-stop SEA-MEX impossible with gear DOWN, flaps 15°, (2) that take-off with air-stairs full down impossible due to inability to rotate airplane. Then HJ advised of this he asked that air-stairs be partially extended prior to take-off. MSPFO advised this also impossible since stairs could not be held in any intermediate position.

HJ had previously stated that no landing within continental U.S. would be permitted "for fuel or anything else". When advised of range limitation in his specified configuration, he agreed to something short of the border. Asked about PHX. Advised by MSPFO that this might be within range but that RNO would be better as far as range was concerned. Agreed to this without much, if any, objection.

2136 Airplane OFF at SEA.

Stewardess

2141*

- 14 DME S SEA VOR at 7000'. Gear DOWN, flaps extending to 2140 30°.
- __allowed_to go to cockpit. 2142* HJ advised (by inter-phone) that he was having difficulty get
 - ting steps down.
- Aft air-stair warning light ON (stairs arparently now partially 2143 extended.) Crew had been furnished Boeing procedure for extending stairs in flight. Lirplane now 19 DME S SEA VOR on V23, with gear DOWN, flaps at 30°, and at APPROACH speed.

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NWA Chief Permance Engineer had been alled to field to help calculate range, etc. Boeing Company had been contacted for assistance in range problem, flight characteristics with air-stairs extended, whether opening (stairs extend about 20° in flight, possibly more with man's weight on them) would be large enough for a man to exit. Boeing assured us there would be no controllability problem, that they would get experts working on range problem also, that they had dropped 2-300# boxes out air-stair opening in flight and that man could probably get out.

NFA Communications people also had arrived at field to assist in required 'phone-patching, other communications problems.

Mr. Nyrop, ______, four supervisory pilots, 1 performance engineer, many others on the scene (MSPFO) for assistance.

- 2145*
- Flight at 7000', 160KIAS, fuel flow (FF) 4500#/engine, flaps 30° gear DOVN. MEPFO advised they would have even more severely limited range in the flaps 30° position. Crew given preliminary information on optimum range IAS (170K), weather, airports available between SEA and RNO, minimum obstruction clearance altitudes, etc.
- 2155 MSPFO asked for stewardess best recollection of exact content of NJ briefcase. She got on radio and gave following basic information:
 - Eight red sticks, about 6" x 1" in left corner of brief case, "look like big firecrackers." Two rows of sticks, four on top of four.
 - Wire attached to dynamite with red insulation.
 - Battery "like flashlight battery, but about 6" high and as big around as my arm".
 - Red sticks are about the color "of my uniform".
- 2205*
- Crew called I: J and asked him if everything was O.K. and he replied that it was. This was apparently the last communication the crew had with the I.J.
- 2210* Crew reported oscillation of cabin rate of climb indicator.

 This probably due to HJ weight now on stairs, stairs extending further, resultant effect on cabin pressure. Hay be best estimate of when he exited airplane.

MSPFO advised crew that range to RNO now looked good (air-plane now at 10,000', 170K, gear DOWN, flaps 15°, FF 4000#/hour/engine, TAT -7°C. MSPFO calculated TAS and range from this data.

Cabin lights in forward cabin, OFF in fit cabin. Curtain between first class and tourist section was closed; crew could not see whether HJ was still aboard.

2222*

Lost communications on NIA communications frequency (131.9); 'phone-patch with SEA ARINC established. Flight now 23 DME S PDX at 10,000', 40,000% fuel aboard, 165KIAS, FF and configuration remained the same. Crew had previously been advised to switch to ARINC on 131.8 when NVA communications lost. NSPFO and MSPFD communicated with flight and SEA ARINC thereafter on this 'phone-patch arrangement. SEADD had been monitoring all communications with flight and assisting in all other matters.

had also been very actively participating throughout the high-jacking. He had taken money and 'chutes to air-plane at SEA, coordinated with crew, fuel trucks, etc.

of the HJ's demands, procedures to be followed at RNO, etc.

Flight over EUC VOR, 10,000', 170KIAS, fuel aboard 33,500#, FF and configuration remained the same. Advised that they had had no communications with the HJ for "about the last 55 minutes" despite several attempts on cockpit-to-cabin inter-phone and PA system. Crew was assurred that fuel was more than adequate to get to RNO, that RNO weather was good, etc. SEADD had also been actively following, and participating in these events.

2328

2252

Over NFR, 10,000', TAT -5', 170KIAS, fuel aboard 27,500%, FF and configuration the same. Some airframe icing being experienced. Engine anti-icing ON for appreciable length of time, wing AI on "intermittently". Crew seemed slightly concerned about this, but were assured that it was no problem.

2330*

gest that flight crew slowly lower cabin temperature as much as practicable (to slow HJ's reflexes).

2335*

MSPFO suggested a slow climb to 11,000' at Captain's discretion, to induce as much hypoxia in EJ as possible (flight had previously been suggested to consider climb to as high as practicable—but that they would probably be performance limited to not much above 17,000'—but not above 12,500'. Latter upper limit to prevent a cabin oxygen mask drop from exciting EJ. 11,000' also needed for adequate terrain clearance RBL-RNO.

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- When flight was in RBL area, direct communications between MSPFO and the flight were interrupted. UAL 4331 and WAL 328 relayed messages to and from the flight for us.
- 2347. Flight now at 11,000', TAT -1°, all other factor essentially the same.
- 58 DME N RBL VOR, 11,000, fuel aboard 22,000. Only evidence from cabin was aft entry door and air-stair warning lights still ON.
- 0030 Flight switched to SFO ARINC on 130.6. MSPFO put on 'phone-
- 0017 Fuel aboard 17,300#.

2342

0100

0101

Unknown

- 0039* Descent from 11,000 to 9,000' started.
- 0049 Flight advised they were holding at RNO OM until they had everything "in order".

Flight 1 mile out on final approach. (At this time, we--

Tower "talked us through" his touchdown, subsequent taxiing. Door did not appear to go to full down position

- MSPFO--were on telephone conference call. Other parties apparently on the same line were RNO Tower, FAA SEA, FAA Washington, FBI Washington. Not known whether anyone else might have also been tuned in.)
- until relatively low speed on roll-out. Flaps appeared to be "UP". Parked at ME (?) corner of terminal ramp.

 Tower reported crew had exited airplane; with FBI at this
 - Tower reported crew had exited airplane; with FBI at this time.
 - had apparently last tried to contact him via interphone/PA at about 0046CST with no response. At that time they were going to advise him that the air-stair would have to be retracted for landing or that damage during landing roll-out would probably prevent subsequent take-off.

them had gone back in cabin and found no sign of hJ. They

After parking, crew had advised on SFO ARING that one of

- Two "little" 'chutes gone, 'one "big" one cut up, apparently to tie the money with shroud lines to NJ. One "big" 'chute apparently still on the airplane.
- Guard requested around airplane, FBI apparently searching airplane. DB Gooper-27716
- 0128 Was advised (all on conference call) at this time that matter was now under the jurisdiction of FBI in Washington.

FEDERAL BUREAU OF INVESTIGATION

December 15, 1971

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Northwest Airlines, Inc., advised that after reviewing his notes and technical records concerning the operation of Northwest Airlines Flight 305 on November 24, 1971, he had drawn the following conclusions concerning the possible vicinity where the hijacker bailed out of the aircraft and the possible area in which he landed.

furnished a map with an overlay of the hijacker's landing area.

164-81-1348 DES

On 12/4/71 of Minneapolis, Minnesota File. ID 164-73

Date dictated_

12/9/71 b6 b7c

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AIRTEL.

AIRMAIL - REGISTERED

S07

E

TO:

DIRECTOR, FBI (164-2111)

FROM: SAC, SACRAMENTO (164-50) (P)

NORJAK OO: SE

Enclosed for the Bureau are two aeronautical charts on which the flight path of Northwest Airlines Flight #305 has been drawn with a green marker pen.

It is noted that tracking of the aircraft was handed over from FAA, Oakland, to Reno air control approach at a point just north of Portola, California.

2 - Bureau (Enc. 2)(RM)
1 - Seattle (164-81)(RM)
1 - Sacramento
WAW:epg
(4)

SCARCHED INDEXED SERIALIZED MISERED MISERED MISERED MISERED MISERED FOI - SCATTLE

NRØ27 WA PLAIN

5:20 PM URGENT 12-15-71 LMR

TO PORTLAND (164-41)

SEATTLE (164-81)

FROM DIRECTOR (164-2111) 1P

NORJAK.

RE PORTLAND AIRTEL DECEMBER SIX SUBMITTING ENVELOPE, PRINTED MESSAGE AND CLIPPING.

NO LATENT PRINTS DEVELOPED.

CONFIMING.

EWD

BBAB

FBI SEATTLE CLR

CEARCHED INDEXED DEC 1 5 1971

F31 - SEATTL:

DB Cooper-27722

MR Ø1 SC CODED 11:04 AM URGENT 12-15-71 TO . SEATTLE (164-81)

NORJAK.

LAS VEGAS (164-60).

FROM SACRAMENTO (164-59) 1P

(164-41).

PORTLAND

00: SEATTLE.

RE SACRAMENTO TEL, DEC. TEN, LASI

RE: SUSPECT

RECEIVING OFFICES REQUESTED DISPLAY PHOTO OF

MAY POSSIBLY BE SINCE

ATTEMPT TO COVER HIMSELF AS SUSPECT IN THIS MATTER. ADVISE . .

SACRAMENTO RESULTS AS SOON AS POSSIBLE SO OSI, TRAVIS AFB, MAY BE

ADVISED.

CONTACT, THIS DATE WITH BEALE AFB REVEALED SR-SEVEN OEN PHOTO-

GRAPHIC FLIGHT NOT YET ACCOMPLISHED DUE TO ADVERSE VISIBILITY ALONG

DB Cooper-27723 POPTIONS OF ENTIRE ROUTE; HOWEVER, FLIGHT WILL TAKE PLACE FIRST

POSSIBLE OPPORTUNITY.

END.

AVAB

FBI SEATTLE CLR

SERIALIZED

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b7C

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50B- E

NR Ø4 SC CODED

11:42 AM URGENT 12-14-71 LXL

TO DIRECTOR (164-2111)

SEATTLE (164-81)

FROM SACRAMENTO (164-50) 1P

NORJAK. 00: SEATTLE.

RE SACRAMENTO TEL TO SEATTLE. DEC. THIRTEEN. LAST.

AERIAL SEARCH OF ROUTE TAKEN BY NORTHWEST FLIGHT NO THREE ZERO FIVE IN CAPTIONED MATTER CONDUCTED DEC. THIRTEEN, LAST, BY BUAGENTS, ALL OF WHOM WERE EITHER EXPERIENCED PILOTS OR PARACHUTISTS, WITH NEGATIVE RESULTS. AIRCRAFT UTILIZED WAS RENTAL CESSNA ONE EIGHT TWO. BLIZZARD CONDITIONS IN MOUNTAINS ALONG WITH FOG AND RAIN IN NORTHERN CALIF. VALLEY PRECLUDED SEARCH OVER WEEKEND, DEC. ELEVEN-TWELVE, LAST.

END.

JJT

FBI SEATTLE

CLR

ON

DAINT

SEARCHEB INDEXED SERIALIZED FILED DEC 1 # 1971

FBI - SEATTLE

DB Cooper 27/24

TELETYPE

URGENT

12/9/71

TO SAC SACRAMENTO (164-50)

FROM DIRECTOR FBI (164-2111)

NORJAK.

Sul; E

REURTEL DECEMBER EIGHT LAST REQUESTING AUTHORITY TO RENT A CESSNA AIRCRAFT FOR TERRAIN SEARCHES IN CONNECTION WITH CAPTIONED MATTER AND BUTELCALL TODAY.

YOU ARE AUTHORIZED TO RENT THIS AIRCRAFT IN ACCORDANCE WITH THE INFORMATION FURNISHED IN REFERENCED TELETYPE. KEEP BUREAU CURRENTLY ADVISED OF ANY DEVELOPMENTS. COPY MAILED SEATTLE.

(I)- SEATTLE (INFORMATION)

DB Cooper 27/25

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SECTIAL TO MY FILED MY

DEC 03 1371

-BI -- SEATTI-E

FEDERAL BURÉAU OF INVESTIGATION

Dato 12/1/71

WILLIAM A. SCOTT, residence 262 Peninsula Road, Minneapolis, Minnesota, telephone Liberty 5-5524, was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. He advised that he was the captain on Northwest Airlines Flight 305.

Captain SCOTT advised that he was present during the interview of all of his crew members and that events, as supplied by them, were correct to the best of his recollection and he had no pertinent additional information to provide at this time. He added that he personally had no direct contact or observation of the hijacker and was, therefore, unable to provide a physical description.

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164-81-1048 SEARCHEDINDEXED	
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DEC 1 31971 FBI—SEATILE	

On11/24/71otReno,_NevadaFilo#LV_164-60	
SAC HAROLD E. CAMPBELL, JR. and SA. H. E. HINDERLITER, JR. (HEH: skh) Doto dictored 11/30/7	<u>.</u>

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FEDERAL BUREAU OF INVESTIGATION

Date. 11/30//1
, residence , was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24,
1971, and early morning hours of November 25, 1971. She identified herself as a hostess on Northwest Airlines Flight 305.
Shortly after takeoff from Portland, Oregon, en route to Seattle, Washington, in the afternoon hours of November 24, 1971, a male passenger on the flight, who was seated gave a note to Hostess showed the note to Hostess, who was also in the rear passenger compartment. The note indicated that the male individual was hijacking the plane and wanted the hostess to sit beside him. The note further indicated that he had a bomb and wanted \$200,000.00. stated she went back to the male passenger seated with the note, at which time he indicated that he was hijacking the plane and was not kidding. He added that he wanted "no funny stuff". He had a black attache-type case in his lap, which case was partially open and he had his hand inside same. At this time sat down alongside the individual in seat and after lighting a cigarette for the passenger, she told him that they would cooperate. Her best recollection is that it was while he told her he wanted no kidding and no funny stuff that he first partially opened the attache case and permitted her to see the contents. She recalls the contents as approximately eight cylindrical objects about six to eight inches long with four of the items being placed on top of the
others and banded together with some kind of tape. She also recalled some covered and uncovered wiring running from the cylindrical objects to a dry cell type battery which had terminals on one end. She could not recall whether the wires were connected to the terminals. The battery was described as approximately eight inches long and about two and one-half
inches in diameter. She stated that she had the impression upon observing the contents of the attache case that it was the first than the contents of the attache case that it was the first than the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the attache case that it was the contents of the content
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SA H. E. HINDERLITER, JR. SAC HAROLD E. CAMPBELL, JR. (HEC:tlw) Date dictated 11/26/71

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FEDERAL BUREAU OF INVESTIGATION

1 .	Date12/1/71
1971, and	, residence , was interviewed at the Reno aD, Novada, on the late evening of November 24, early morning hours of November 25, 1971. He on Northwest Airlines
or 3:59 p signal fr series of	advised that according to some notes he oncerning the incident, it was at 2759 Zulu time m. Pacific Standard Time that he received an emergence m hostess on the intercom with a bells signaling that they had trouble on board. pre-arranged flight signal for such emergencies e a notation in his book of the time of this
from added	Almost immediately thereafter, he received a note advising she thought they were being hijacked she was not kidding.
containin	Subsequently, hostess brought what appeared to be a standard 6 x 9 tablet written t pen as well as an envelope that had notations also the figure \$200,000, two back parachutes, two s and under it a time of 5:00 p.m.
of the ab	Hostess then went back to the compartment the hijacker at which time he insisted that all ve items be physically present and waiting for e Seattle Airport upon their arrival and prior anding.
the hijaci in a knap be return original	received the impression that the above had been carefully thought out in advance in that er specified that the money was to be furnished ack and even insisted that a discarded match cover d to him. He also insisted on the return of the dote and the envelope and appeared especially careful t nothing of his was left behind. SEARCHED NODEXED NODEXED
11/24/71	DEC 1 31971 FBI — SEAL (15) Reno, Nevada File II LV—164-60
SAC HAROLI	E. CAMPBELL, JR., and INDERLITER, JR. HEH/skh Date dictated 11/30/71

Department of Motor Vehicles. Nevada, advised that Nevada license was listed to a 1971 Datsum, 2-door sedan, Vehicle Identification Number (VIN) Con June 9, 1971, the title was issued to the	The special Street, and the st	b6 b7
Department of Motor Vehicles. Nevada, advised that Nevada License was listed to a 1971 Datsum, 2-door sedan, Vehicle Identification Number (VIN) Registered owner is	Share specific to	b7
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D8 Cooper-27741

	Doto. 12/1/71	
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; ; , ` .[telephone , was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971 and early morning hours of November 25, 1971. He advised Northwest Airlines Flight 305.	ъ7 •
••	noted that he was present during the interviews of hostess and third officer and concurred with the information as supplied by them.	. b6 b7
	He recalled that the hijacker had indicated the bomb had an electrical fuse and instructed the hostess that radio transmissions be limited as much as possible so that they would not set it off.	
	He advised that the landing at Seattle was made at 5:45 P.M., Pacific Standard Time, and that the hijacker had indicated that once the money and parachutes were brought on board and that re-fueling was simultaneously taking place, the passengers would be permitted to depart.	
	also stated that there was a delay on the ground in securing the chest-type parachutes and when they did not arrive as quickly as had been hoped for, the crew, through hostess requested permission to land anyway without them and the hijacker refused permission for same. At some point in negotiations with the hijacker, he indicated an awareness that parachutes would be obtained from McChord Air Force Base and indicated that it was only 20 miles away from the Seattle Airport.	ь6 ь7
	added that after take-off at 7:36 P.M., they received a call from the hijacker around 7:42 P.M., at which time he indicated that he was unable to get the stairs lowered in flight. They then slowed down the aircraft air speed and subsequently observed the cockpit signal light that the rear stairs were down. At that time the Captainstructed the hijacker to sound the bell on the intercom in the event he wished to make any further contact with them.	b6 b7
a. 11	764-81-26 24/71 or Reno, Nevada Filo# IV 164-60	34
· SA	HAROLD E. CAMPBELL, JR. and H. F. HINDERLITER, JR. (HEHlaskh) Dote dictored SERICHED INDEXED SERICHED SERIALIZED WESTERN STRIPLING SERIALIZED WESTERN SERIALIZED WESTERN SERIALIZED WESTERN SERIALIZED SERIALIZED WESTERN SERIALIZED	
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DB Cooper 27/42

IV 164-60 2

added that at no time did he have any direct contact or observation of the hijacker and, therefore, could furnish no physical description.

ь6 ь70

		•		11/30/71	
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•	of that 27, 1971 a note of to a pla Thanks if The envelope 1971. PA	newspaper had between 8:0 composed from ain white shee for Hospitality alope in which a postmarked.	, advised the opened an extended of a.m. and 8 words cut from t of paper. The note was "Oakdale, Cadressed to ""	Reno Evening at the head office avelope on November 30 a.m. and had found om a newspaper and pas The note said, "Attentity D. B. Cooper, ". s mailed was a white , 95361, November 27, Reno Newspaper", "Reno in pencil."	sted ntion!
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Data 12/2/71

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DB Cooper 27745

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r	•			Pate 12/2/71	<u>·</u>
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* *	Nev was calle himself t	Deputy ada, advise to the re		iff's Office, ember 29, 1971, he person who identified	, p.
**		<u> </u>	. This person	<u>, </u>]
	identical	state	ed that this p	erson is positively Sheriff's Office	, p
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, , ,		,		DEC 1	CALL OF
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on <u>12/</u>	/2/71		Nevada	File# IV 164-60	p.
•	SA	<u> </u>	emte	Date dictated <u>12/2/71</u>	·

DB Cooper-27747

Date	11/30/71	·
Date	<u> </u>	·

b7C Per FAA

Aviation Administration, Reno, Nevada, 1900 National Guard Way, Reno, Nevada 89502, made available a transcript of the taped radio conversations between Reno Tower and Northwest Airlines, flight 305, which had been hijacked while enroute from Portland, Oregon and Scattle, Washington.

stated that all times appearing on b6 Per FAA the transcript are Greenwich Mean Time and that this can b7C Per FAA be converted to Pacific Standard Time by subtracting eight hours. He also stated that the "31" referred to in the conversation is the transponder code "3100" indicating that the aircraft has been hijacked. The Code ll is a standard transponder code for an aircraft on instruments. The C 130 referred to is an Air Rescue aircraft in the vicinity of the Northwest Airlines aircraft.

Sub. F.

164-81-1033

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FBI — SEALLE

			•	•	•						
On	11/29/71	Reno,	Nevada			·	File#	LV	164-60		
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SA :mtc

11/30/71

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0632 CMT . ;

Ino The Die Reso

OAK ARTU: LET'S SEE IF WE CAN CIVE YOU A HARDOFF RORTSHEET THREE ZERO FIVE

NEW YER DR: I DON'T SEE AFFERING WEST YOU

OAK ARTSC: ORAY STRETCH YOUR RADAR WAY OUT TO THE ROPTHEST

0633 Ga

REO THE DR: CHAY I'M OUT TO PIFTY HILES NOW

OAK ARTES: OKAY

HIP THE DR: IS HE STILL ON THIRTY ONE

OAR ARTICL: HE'S ON THINTY CHE HE HAVE A ALSO CODE SLEVEN THIS IS A AIR RESCUE

PIVE MERO HIER MICHT THERE

OAK ARTCC: AND THE LET BE CIVE YOU THE TYPE I DON'T HEAL IF HE'S COING TO

FOLLOW HIM IN POR A LANDING

CAR ARECO: AND IT'S A C ON THIRTY COPY

MO TER DR: YEAH

OAK ARTCO: CKAY

0634 CEC

HEO THE DR: RADAR COMPACT HOMENEST THREE ZERO FIVE AT FORTY TWO MILES

OAK ANTOC: / FORTY TWO WEST HORTHWEST OF JUZIO HEADTHG ZURO SIX ZURO ONE CHE

THOUSAID

1910 YAN DRI LIH

DANG ARTOO: ONAY RECOUR FIVE ZERO HIME BIGHT TERRE IS AN SIX IN TRAIL FIVE.

MILES PROVIDERG HIS CAN SEPARATION

INO TAR DR: CHAY I DOI'T HAVE HIM YET

CAK ARTCC: CKAY HE'S OH CODE DILEVEN HOWEVER HE IS AT ONE TWO THOUSAND

RING TWR DR: LH

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OAK ARTIG: WAIT WHAT FREQUENCY FOR HERO APPROACH

INIO THE DR: TUT HIM ON CHE THO BIX POINT THEZE

OAK ARTCC: ONE TWO SIX THREE

rno tan in: Right

OAK ARTCC: WILL DO

18:305: REMO APPROACH THIS IS MORTHWELD THREE ZERO PIVE ELEVEN THUSAND

HEADING ZERO SIX ZERO

RIO THE DR: HOREWEST TORES ZURO FIVE RURO APPROACH NADAR CORPACT THIRTY HOLES

NORTH-EST OF HENO UCING NURVAY ONS SIX VIID ZERO THO ZERO DECREES VARIABLE AT SEVEN AND DETER THREE ZERO ONE ZERO NATUTALN INCESSIF HEADING FOR VICTOR TO THE ILE FINAL APPROACH COURSE FXPECT LOVER

ALATTUDE AH CORRECTION EXPECT A LONER ALITETUDE IN THERTY MILES

18/305: OKAY AH WE'RE TRYTHU TO MAKE CONFACT WITH THE BACK NOW AND AH WE'RE

GOING TO CLT THESE STEPS UP BEYORS HE CAN MAKE OUR LANDING SO AN MELL PROCESS IN AND AN HERE LIABLE TO FRUAK IT OFF AT SOME FOIRT

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VID HEATY RIGHT AND VENICED

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AND AN WE ARE UNABLE TO DO THIS HE HOULD LIKE TO SECURE THE ALBURARY WE'LL LEAVE THE REACON ON WE'RE GOING TO WELL PACT OF THE MATTER IS WE'RE COING TO CHUT PATRYTHING DOWN WE'RE GOIN TO TAKE LIMVE OF THE AIRCRAFT WE WOULD REQUIET THAT AN WE HAVE CHANNO TRANSPORMATION IF YA WOULD AN WE BON'T HEED THE PULLERS WE CUSTAINLY THANK THAN FOR STANDING BY AND EVERYCHE PLSE WE REALLY APPROXIMENT THE EUPPOINT AND HELP WE GOT AND IF WE COULD GET ECASE AN TRANSPORTATION INTO AN WELL AN I THICK UNITED HAS AN OPERATIONS AN DEPARTMENT HERE DO THEY NOT

0714 GM

HETO THE LC: THRUE ZERO FIVE AFFIRMATIVE DO NOT TOUCH ANYTHING ON THE AIRCRAFT DEPART THE AIRCRAFT FROM THE FRONT HETRARCE DO NOT TOUCH ARYTHING ON IT JUST DEPART IT PROM THE FRONT WE WILL HAVE TRANSPORTATION , AVAILABLE

MUSOS: CKAY AN DE ADVISED AN UE COT NO PRONT AN STATE AND AN UN JUST SOON NOT HAVE ANYONE COME CUT LEAVE OF THE AIRCRAFT AND ENUTTING IT DOWN AT THIS THE AID WE'LL STAND AN ON THE FORMAND PART OF THE AIRCRAFT AVAILABLE AN TRANSPORTATION

PETO TATE LG: DO YOU CAN YOU HEMEMBER THE LAST THE YOU VICUALLY OBSTRUCT OB OBSERVED SA THE HIJACKER

144 SORRY I AH AR WE HAVE AR MEER GIVEN CHARGE IF YOU'LL IF YOU'LL
PARDON US FOR AR BOT CUTTING YA CHORT BUT WE'VE DEER CIVER ORDERS
NOT TO HOT TO AH ARSJER ARY QUEETIONS AT THIS TIME

0715 CHT

MIO TWI IC: THESE ZERO FIVE CAR YA STAND BY ONE MISTES FLEACE

NV305: OKAY STARDING BY

HEO THE IC: ALL RIGHT YOU'RE GOTHA HXIT THE ATROPART HOW AND STAND BY THE FROMT

THAT IS AFFERMATIVE THE CHEN THING THAT WE'LL HEED OUT HERE IS A GROUND TRANSPONDATION THE THE OTHER GENTLEMAN AN WE THANK THEM VARY MUCH AS AN EN ALCHG WITH YOU TROHER FOR THE CUPPONT THAT YOU TRANSPORDATION

**	•	. Date 12/2/71	
	•		
. ,	Office, under fil	Sheriff's Nevada, advised his department e number has records reflecting that	be
	with a no	stated that fingerprints of rned from the FBI Identification Division tation to the effect there was no criminal cords on file with the FBI.	, b
-		Background data on reflects that hite male, born five feet inches, 160 pounds, brown wn eyes,	ре , р.
		He listed the following residences:	
			be be
		16.4-81 DEO.D.	Lub F
	Sacrament	Fingerprints records returned by California reau of Criminal Identification and Investigation o, California under number reflect ras fingerprinted by	b6
1/3 ()/71. — °†-ſ	Nevada File# LV 164=60	;

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DB Cooper-27765 ,

12/2/71

Date distated_

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	FEDERAL BUR	EAU OF INVEST	IGATION	, <i>,</i> , ,	
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advised her	files reflect	t			,
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SA THOMAS J.	5377 7 7 AMO /E			13 100 10	· · · · · · · · · · · · · · · · · · ·
DA THOMAS J.	WILLIAM ST		_Date di	clated 11/30/7	<u>T</u>

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ADMINISTRATIVE DATA:

•	A well placed source advised
	The source stated

DB Cooper-27768

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164-81-10+7 DEC 0: Wy

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Agents JOHN F. RICKS and ALF T. STOUSLAND the two seats which she had observed to be occupied by the unknown subject. Thereafter, those areas were processed for fingerprints. In addition the telephone, the area around the rear door, the rear door and four plastic drinking glasses found in the trash receptacle by the back door were also processed for fingerprints. Fingerprint impressions obtained were all initialed by SA STOUSLAND. In addition, a cloth towel affixed to the rear of one of the seats reportedly occupied by the unknown subject was removed and initialed by SA STOUSLAND. On that towel was noted what appeared to be a short human hair.

SEARCHED INDEXED SHIP DEC P31971
FBI — SEATTLE

on 11/25/71 at ... Reno, Nevada FII. # LV 164-60

SA JOHN F. RICKS - SA ALF T. STOUSLAND

ATS:js

11/26/71

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	•		Date 12/2/71	 ".
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Departr	ment of Motor '	Vehicles, drivers license	Nevada,	ъ70
advised	l that Nevada (drivers license	<u>is a</u>	, ,
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DB Cooper 27//0

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FEDERAL BUREAU OF INVESTIGATION

12/1/71

Division of Driver's License, Department of Motor Vehicles,

Nevada, furnished the attached copies of
application for driver's license, road test score, record
of examination, inquiry regarding renewal of driver's
license, and record of

164-81-1023 mg mg

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On11/30/71.etNev:	□V+€}	o6
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SAC, SEATTLE (164-81)

12/8/71

ASAC PAUL R. BIBLER

UNSUB, aka Dan Cooper; NORTHWEST AIRLINES FLIGHT \$305, PORTLAND TO SEATTLE, 11/24/71' CAA - HIJACKING; EXTORTION OO: SE

On 12/8/71, I called ASAC TED ROSACK at
Sacramento, and told him that Bureau Supervisor
had called Seattle today and that he pointed
out all offices had conducted a search in this case
of some type with the exception of Sacramento.
I told ROSACK that wanted us to call Sacramento and tell them a search must be conducted. I told him to put something in their daily teletype and tell us about their progress in this regard.
PRB:klb

Sub. 7 -164-81- 1044 b6 b7С

ь6 ь7с

12/8/71

ATRTEL

AIRMAIL - REGISTERED

TO:

DIRECTOR, FBI (164-2111)

Course - F.

FROM:

SAC, SACRAMENTO (164-50)(P)

UNSUB, aka Dan Cooper; Northwest Airlines Flight #305, Portland to Seattle, 11/24/71 CAA - HIJACKING; EXTORTION OO: SE

Enclosed for the Bureau are two aeronautical charts on which the flight path of Northwest Airlines Flight #305 has been drawn with a green marker pen.

It is noted that tracking of the aircraft was handed over from FAA, Oakland, to Reno air control approach at a point just north of Portola, California.

2 - Bureau (Enc. 2) (RM)
1 - Seattle (164-81) (RM)
1 - Sacramento
WAW:epg
(4)

164-81-1065 DL: 01111 DL: 011111

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NR Ø2 SC CODED	
4:20 PM URGENT 12-9-71 LXL	b6 / b7C
TO DIRECTOR (164-2111)	•
SEATTLE (164-91)	٠,,,
LOS ANGELES	
SAN DIEGO (164-91)	
FROM SACRAMENTO (164-50) 2P	
	•
NORJAK. 00: SEATTLE.	
	4 -
RE SAN DIEGO AND SACRAMENTO TELS, DEC. EIGHT, LAST.	7
FOR INFO BUREAU AND SEATTLE, INCLEMENT WEATHER, SACRAMENTO DIV	, p ' +
THIS DATE CAUSED CANCELLATION OF USAF PHOTO RECONNAISSANCE FLIGHT, A	טאָן
RENTAL AIRCRAFT SEARCH OF PATH OF HIJACKED AIRCRAFT.	
FOR INFO LOS ANGELES, RE SAN DIEGO TEL SET FORTH THE PORTLAND	<u>, , </u>
DIV. RECEIVED INFO FROM SO, PORTLAND, THAT CERTAIN	☐ 6 b6
RESEMBLED ARTIST'S SKETCH OF UNSUB.	. S
DESCRIBED AS MMA, BORN FIVE FEET ELEVEN,	
ONE HUNDRED FORTY POUNDS, AROWN HAIR, BROWN EYES.	
	b6 b7
CALIF. DEPT OF AGRI-	. ,
CULTURE, ADVISED THIS DATE	int E
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DB Cooper 27784



ransmit	the following	g in (Type in plaintext or code)	N. P. S.
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/ia		(Priority)	· , .
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	TO:	SAC, SEATTLE (164-81):	
	FROM	SAC, SEATTLE (164-81). SAC, LAS VEGAS (164-60) Course	
		a course	
	¥	UNSUB, aka Dan Cooper G	. [
		HIJACKING NORTHWEST FLIGHT #305,	
		11/24/71; CAA - HIJACKING; EXTORTION SUB. MAPS	
		00: Seattle	•
		Re Sacramento teletype, 12/2/71, requesting	
	routing	g of hijacked plane from California to Nevada.	.,
		Enclosed, herewith, for Sacramento and Seattle	
	are two	o copies of insert of investigation concerning y SA and one copy for each office *	ь
	of a ma	ap of the radar tracking on Northwest Flight #305	
	from Fr	renchmen's Reservoit, California, to Municipal	
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Aŗ	proved:	Special Agent in Charge & w. s. government printing officer	1971-413-135

LV 164-60 MTB:jhp 1

Period November 25-26, 1971

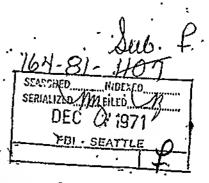
On November 25, 1971,

FAA, Tower Supervisor, Municipal Airport, Reno,
Nevada, furnished SA a map of
the Radar Tracking of Northwest Flight Number 305,
November 24, 1971, from Frenchmen's Reservoir
California, to Municipal Airport, Reno, Nevada.
This plane entered the State of Nevada at
a point approximately twenty-five miles north
and fourteen miles west of Reno, Nevada, aiport.

b6 Per FAA b7C Per FAA

On November 26, 1971, SAs THOMAS G. DEMPSEY and with Washoe County conducted an air search over the above flight pattern area of Nevada. Nothing pertient in this case was found.

b6 Per FAA b7C Per FAA



DB Cooper 27/8/ 16 4-60-33

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•		FBI	
		Date: 12/3/71	٠.
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Via	<u>ATRTEL</u>	ATRMAIL	
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	TO: SAC, SEAT	TLE (164-81)	
	FROM SAC, LAS	VEGAS (164-60)	
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ĺ	HIJACKIÑO	NORTHWEST FLIGHT #305	
	11/24/71 CAA - HI.	ACKING; EXTORTION	
	00: Seat	tle	
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· }	Enclosed,	herewith, for Seattle are two 0-302s and inserts of all investigation	
	copies each of FL conducted to date	by the Las Vegas Division, copies	
7	of which have not	previously been forwarded to Seattle:	
·	INTERVIEW OF CREW	!:	
		•	
	11/24/71	SA H.E. HINDERLITER, JR. SAC HAROLD E. CAMPBELL, JR.	
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	11/24/71	SAC HAROLD E. CAMPBELL, JR.	
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X	anad.	DB Cooper	r-27788
мррг	oved:Special Agent in C	Selft M Fet	, o.

Date of transcription 12/9/71

, Washington, advised he heard a large aircraft fly over his home about 8:10 PM on November 24, 1971, during a driving rainstorm. The plane was traveling toward Portland, Oregon.

Dote dictated 12/4/71

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DB Cooper 27792

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	Date of transcription 12/9//1
Г	, Washington,
	advised that on
November 2	24, 1971, at about 8:15 p.m. he heard a large plane
fly over h	is . He stated that the plane was
extremely	low and sounded as though it was stalling out and
then start	ted to operate correctly. He stated that the wind
was coming	g from the west at about 15 miles per hour and it
was rainin	ng hard. He added that the elevation where his
	is located is about

Interviewed on 11/28/71	ct	lashington——Fi	sub- ile #_SE_164-81-1874	# - b6 b7C
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19/0/27

ashington, provided the following information: advised that on 11/24/71, at approximately 30 PM he heard a low flying jet plane traveling over his house. the stated he would not have noticed this plane, however, it must as been flying extremely low because of the noise it made. This plane was flying directly over his house and in a direction orth to south. I stated that the weather at this time was a stremely bad as there was a heavy overcast and it was raining. Accordingly 11/28/71 Washington File* SE 164-81 897
advised that on 11/24/71, at approximately:30 PM he heard a low flying jet plane traveling over his house. e stated he would mt have noticed this plane, however, it must ave been flying extremely low because of the noise it made. his plane we flying directly over his house and in a direction orth to south. Stated that the weather at this time was xtremely bad as there was a heavy overcast and it was raining.
advised that on 11/24/71, at approximately:30 PM he heard a low flying jet plane traveling over his house. e stated he would mt have noticed this plane, however, it must ave been flying extremely low because of the noise it made. his plane we flying directly over his house and in a direction orth to south. Stated that the weather at this time was xtremely bad as there was a heavy overcast and it was raining.
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FEDERAL BUREAU OF INVESTIGATION

	Date of transcription
provided the following information:	, Washington, b6
at approximately 8:00 PM he noticed the souflying jet near his house. This plane was to south an unusually low advised of the plane and they appeared to be going rate. These lights did not appear to be blut at unusually long intervals.	and of a low b7 flying from north he could see the lights on and off at a slow
stated that at the time he the wind was blowing and there was rain.	ne saw this plane b6
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viewed on 11/26/71 of Washingt	on _file # SE 164-81-892 b6
SA rse Date di	· .

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Date of transcription 12/6/77	_
Washington, provided the following information:	b6 b7
advised that in the evening of November 24, 1971, somewhere between the hours of 8:00 PM and 9:00 PM both he and his wife heard a low flying jet plane go over his house. This plane was flying from north to south and created enough noise to shake house. advised that both he and his wife walked however, they could not see the plane as it was raining and the sky was covered with clouds.	ь6 ь7
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· .	

Interviewed on	1/26/71		Washington	SE	164-81-89	5 4 3 66
SA SA) r	; 5e	Date dictated	12	2/1/71	

NRØØ3 PH PLAIN
61Ø PM URGENT 12-3-71 DCC
TO DIRECTOR (164-2111)
MINNEAPOLIS (164-73)
SEATTLE (164-81)
FROM PHILADELPHIA (164-133)

UNSUB; NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE, NOVEMBER TWENTY-FOUR LAST, CAA - HIJACKING; OO: SEATTLE

RE PH TEL CALL TO SEATTLE DEC. TWO LAST, AND SEATTLE TELETYPE TO PH DATED DEC. ONE LAST.

ON DEC. TWO LAST,	, STEWARDESS, NORTHWEST
AIRLINES, RESIDING	
• PROVIDED	THE FOLLOWING INFO:

THOUSAND DOLLARS, HIJACKER INDICATED HE WAS GOING TO USE THE LAVATORY AND STARTED TOWARD THE AFT LAVATORYM WHEN SHE RETURNED TO THE PLANE WITH THE MONEY, HE WAS IN HIS SEAT. SHE DOES NOT RECALL HIJACKER CHANGING CLOTHES OR HAVING ANY OTHER CLOTHES IN HIS POSESSION AND TO THE BEST OF HER KNOWLEDGE, HE WAS SERIALIZED MY SERIALIZED MY SERIALIZED MY

7

b6 b7С

FBI - SEATTLE

PAGE TWO

THE ATTACHE CASE WHEN HE WAS MOVING TOWARDS THE AFT LAVATORY.

HE WAS CARRYING THE CASE ON ITS SIDE IN HIS LEFT HAND WITH HIS RIGHT HAND IN THE CASE.

OBSERVED AT ONE TIME OR ANOTHER A GREEN SHOPPING

TYPE BAG ON TOP OF ATTACHE CASE, SIZE OF BAG APPROXIMATELY THAT

OF A DRESS SHIRT SIZE BAG FROM A CLOTHING STORE, HIJACKER WORE

NON-LACE TYPE SHOES OF ANKLE LENGTH. THE HIJACKER DID NOT BRING

FOOD ONTO THE PLANE OR EAT ANY FOOD EXCEPT FOR HAVING A DRINK OF

LIQUOR.

PRIOR TO TAKE OFF FROM SEATTLE AIRPORT, HIJACKER GAVE FOLLOWING INSTRUCTIONS TO PILOT:

"WE ARE GOING TO MEXICO CITY. FLAPS DOWN, YOU CAN TRIM THEM
TO FIFTEEN, YOU CAN STOP ANYWHERE IN MEXICO TO REFUEL, BUT NOWHERE
IN THE UNITED STATES, AFT DOOR TO BE OPEN, STAIRS DOWN, CABIN
LIGHTS OUT, EVERYONE TO BE FORWARD OF FIRST CLASS CURTAIN, AND
ALTITUDE UNDER TEN THOUSAND FEET." THERE WAS NO MENTION BY
HIJACKER OF A HEADING OR AIR SPEED FOR FLIGHT.

ADVISED IT WAS HER RECOLLECTION THAT HIJACKER INITIALLY
WANTED HER TO LOWER THE REAR STAIRS OR LADDER AND LATER CHANGED
END PAGE TWO

ь6 ь7с

b7C

PAGE THREE

HIS MIND AFTER AIRCRAFT TOOK OFFM SHE WAS IN THE COCKPIT WITHIN

FIVE MINUTES AFTER TAKE OFF AND RECALLS TEN MINUTES AFTER

BEING IN COCKPIT THAT ONE OF THE COCKPIT CREW RECEIVED AN INTERPHONE

CALL FROM HIJACKER ADVISING HE COULD NOT LOWER THE LADDER SO THE

PILOT LEVELED THE AIRCRAFT OFF AND REDUCED SPEED. SHE RECALLS

SEEING THE RED LIGHT GO ON THE SECOND OFFICER'S PANEL INDICATING

THE REAR LADDER HAD DROPPED AND WITHIN FIVE MINUTES OF THE FIRST

CALL A SECOND CALL WAS RECEIVED BY ONE OF THE OFFICERS FROM

HIJACKER WHICH WAS THE LAST COMMUNICATION WITH THE HIJACKER.

ON DECEMBER TWO LAST, INVESTIGATION AT PHILADELPHIA INTERNATION—

AL AIRPORT REVEALED THAT THERE IS AN ACCESS PANEL IN THE REAR LADDER.

WELL ON EITHER SIDE OF THE WELL ENABLING MECHANICS TO REACH

EQUIPMENT BETWEEN WELL AND OUTER FUSELAGE OF THE SHIP IN THE TAIL.

THIS PANEL CAN BE OPENED FROM INSIDE THE WELL AND THE

FUSELAGE WITHOUT TOOLS. FACING THE REAR OF THE AIRCRAFT IT IS

NOTED THAT THE AREA BEHIND THE PANEL ON THE LEFT SIDE OF THE WELL

CONTAINS SUFFICIENT ROOM FOR TWO OR THREE MEN TO BE INSIDE. THE

END PAGE THREE

PAGE FOUR

SAME ROOM IS AVAILABLE BEHIND THE RIGHT PANEL, HOWEVER, A MECHANIC ADVISED THAT THE AIR DUCTS CONTAINED WITHIN THAT WALL WOULD CAUSE THE HEAT INSIDE THE PANEL TO BE TOO HOT FOR MAN TO SURVIVE.

SEATTLE CONSIDER CHECK OF LEFT REAR TAIL PANEL SECTION OF HIJACKED AIRCRAFT TO DETERMINE IF IT IS POSSIBLE THAT HIJACKER MAY HAVE UTILIZED THIS SPACE TO CONCEAL HIMSELF DURING FLIGHT. ARMED AND DANGEROUS.

END

SLA

SEATTLE BFBI CLR

Memorandum

то	:	-	SAC,	SEATTLE	(164-81)		DATE:	12/1/71		
FROM	;		ASAC	PAUL R.	BIBLER		CC-	COURSE		
subjec	T:		PORT!	HWEST AII LAND TO S 4/71 - HIJACKI	RLINES FLIC SEATTLE, ING; EXTORI	1	,	COURSE SEARCH WITHESS		
		far, all to been non-it to be those the thore all the	the piident: w that cough! ings v	ictures s s. They t and he ly re-int which she	e interview shown to he are sendir also wante terviewed s	vs with [er, incl eg us a ed us to since sh	uding teletype know the feels	phia today. So have but he wants at wants she can now ly. They are	5	
		He said that she told him that the subject told her he wanted to take off with the ladder down, the gear down and "we'll be flying with 15 degrees." She said the pilot told her to tell him that they could not take off with the ladder down and he muttered. "Yes you can, but that's alright, we can lower it later."								
Y.	1	told us he thought this was significant since this would indicate the subject knew a lot about airplanes, perhaps that he might have worked on the 727 at one time. He also thought it was significant that "we'll be flying with 15 degrees" since this is pilot talk, meaning 15 degrees of flaps. I asked him if mentioned whether or not the subject gave instructions as to the course to fly. He said that the subject did not, that he did not give any headings, he did not outline any course, but simply said to take him to Mexico.							e-Mariante Elichtopy	
		furnish a			reintervi	ewing he	r tomorr	ow and Sub. F	ı	
D	•	PRB:klb (2))	•	В		164-8 SEARCHED SERIALNEDA DEC FBI-	INDEXED MY		
K.W.							[17		

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper 2/813

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			FBI			٠
`ranami	t the following in	619		e: 12/1/71	Cou	RSE
'ia	TELETYPE		(Type in plain	GENT	Wit	NESS
				(Priority) 		L
	TO:	SAC, PHILADI	ELPHIA	•		
	FROM:	SAC, SEATTLE	(164-81)			

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR,

SEVENTYONE, CAA DASH HIJACKING; EXTORTION. 00: SEATTLE

RE TELEPHONE CALL TODAY FROM PHILADELPHIA DIVISION.

IT IS UNDERSTOOD STEWARDESS

IS TO

BE REINTERVIEWED AT HER REQUEST ON THE MORNING OF DECEMBER

TWO, SEVENTYONE. IT IS REQUESTED THAT THE FOLLOWING

POINTS BE COVERED IN THE INTERVIEW:

ONE. SUBJECT REPORTEDLY WENT TO THE MEN'S ROOM.

DID HE IN FACT GO THERE.

TWO. HOW LONG WAS HE IN THE RESTROOM.

THREE. DID HE CHANGE ANY CLOTHING, ETC.

FOUR. DID HE CARRY THE ATTACHE CASE INTO THE MEN'S ROOM AND IF SO DID HE CARRY IT BY THE HANDLE OR IN SOME OTHER MANNER.

CEF/rse

164-81-515

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DB Cooper-27814 -----

Approved: Special Agent in Charge

Sent 8:22 /

Per <u>O</u>

NR Ø6 SC CODED

2:55 PM URGENT 12-2-7! LXL

TO SEATTLE (164-81)

LAS VEGAS (164-60)

FROM SACRAMENTO (164-50) 2P

UNSUB; NORTHWEST AIRLINES FLIGHT NO. THREE ZERO FIVE, PORTLAND TO SEATTLE, NOV. TWENTYFOUR, LAST. CAA - HIJACKING; EXTORTION.

OO: SEATTLE.

RE SACRAMENTO TEL, DEC. ONE, LAST.

MAP DESCRIBING ROUTE OF FLIGHT CAPTIONED AIRCRAFT OBTAINED FROM FAA, OAKLAND, CALIF., AND FURNISHED NORTHERN CALIF. RESIDENT AGENCIES FOR ASSISTANCE IN SEARCH AND DISSEMINATION TO LOCAL LAW ENFORCEMENT. NO INDICATION ANY INDIVIDUAL CONNECTED WITH HIJACKING HAS SOUGHT MEDICAL AID ALONG FLIGHT ROUTE.

SACRAMENTO PRESENTLY AWAITING BUREAU AUTHORITY TO EXPEND FUNDS FOR AIRCRAFT TO BE USED FOR SEARCH.

FOR INFO LAS VEGAS, RENO APPROACH CONTROL TOOK OVER DIRECTION OF AIRCRAFT AT PORTOLA, CALIF. FROM FAA, OAKLAND, AT APPROXIMATELY TEN THIRTYFIVE PM, NOV. TWENTYFOUR, LAST.

LAS VEGAS DETERMINE FROM FAA OR RENO AIRPORT OFFICIALS PRECISE END PAGE ONE

SUL-164-81-465

SCARCHED INDICATED

SERUNIVED M FILED

DEC 2 1971

FBI - SEATTLE

SC 164-5Ø

PAGE TWO

ROUTE OF CAPTIONED FLIGHT OVER CALIF. AFTER RELEASED BY FAA, OAKLAND, AND FORWARD MAP TO SACRAMENTO WITH ROUTE FROM PORTOLA TO NEVADA BORDER MARKED THEREON.

END.

VAB

FBI SEATTLE CLR

NR 910 PH PLAIN	_
	6 7C
TO DIRECTOR (164-2111)	
i	
SEATTLE CONTRACTOR OF THE SEATTLE	
MINNEAPOLIS CC - COURS & JUB F	
FROM PHILADELPHIA (164-133) (P) 3 BOBING. SUB P.	•
" WITHESSES.	
UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO	
SEATTLE, NOVEMBER TWENTYFOUR LAST; CAA - HIJACKING - FXTORTION,00:SEAT	5
ı' Ē	
RE MINNEAPOLIS TELETYPE TO BUREAU DATED NOVEMBER TWENTYNINE	
NINETEEN SEVENTYONE AND BUREAU AIRTEL TO ALL OFFICES DATED	
NO VEMBER TWENTYNINE NINETEEN SEVENTYONE.	
THOTOGRAPH OF THE STREAM	6
EXHIBITED TO STEWARDESS	7C
WITHOUT EFFECTING AN IDENTIFICATION	
	6
FLIGHT OF HIJACKING WHICH SHE MAY NOT HAVE RELATED TO FBI PREVIOUSLY	7C
BECAUSE OF HER EMOTIONAL STATE. HIJACKER INDICATED TO HER -	
END PAGE ONE	•
DB Cooper 2/818	
delle 7	;
1 -164-81-449	
SEARCHEDINDEXED	
DEC 1.1971	
F8I - SEATTLE	

Fance 1

PAGE TWO

HE HAD A GRUDGE TO SETTLE, NOT WITH HER AIRLINE, JUST A GRUDGE.

PRIOR TO TAKE OFF WITH CHUTES AND MONEY, HE REQUESTED PILOT TAKE

OFF WITH REAR LADDER DOWN, TO FLY WITH FIFTEEN PERCENT FLAPS AND

GEAR DOWN. PILOT ADVISED AIRCRAFT COULD NOT BE TAKEN OFF

WITH LADDER DOWN. THIS WAS CONFIRMED THROUGH

OF

NORTHWEST AIPLINES, MINNEAPOLIS. SHE LATER LEARNED THROUGH

THAT IT WAS DETERMINED FROM BOEING THAT PARTICULAR. TYRE

OF AIRCRAFT COULD TAKE OFF WITH REAR LADDER DOWN. HIJACKER, AFTER

BEING TOLD PILOT COULDN'T TAKE SHIP OFF WITH LADDER DOWN, COMMENTED

IN A LOW VOICE, "YES YOU CAN, BUT GO AHEAD AND RAISE IT, WE CAN

LOWER IT ONCE WE'RE IN THE AIR."

HIJACKER, WHILE ON GROUND, BECAME IRRITATED AT DELAY IN TAKE OFF AND WAS ADVISED THAT THE PILOT HAD TO FILE A FLIGHT PLAN TO WHICH HE ANSWERED, "HE CAN CALL THEM OVER THE RADIO ONCE WE'RE UP AND FILE IT." ONCE AIRBORN, HE SAID, "WE'RE GOING TO MEXICO," DID NOT GIVE A HEADING, BUT INDICATED HOW HE WANTED PLANE FLOWN WITH FLAPS SETTING AND GEAR DOWN. HE FURTHER WANTED THE PLANE END PAGE TWO

ъ7С

PAGE THREE	·
FLOWN UNDER TEN THOUSAND FEEET THEN STATED, "THEY KNOW THEY CAN"	•
GO OVER TEN THOUSAND," REFERING TO THE PILOT. ADVISED	, b6 b7С
OXYGEN MASKS FOR AIRCRAFT SET TO ROP AT FOURTEEN THOUSAND FEET	
FURTHER ADVISED HIJACKER AWARE OF PORTABLE OXYGEN	, ,b6 b7C
UNITS IN REAR OF PLANE WHICH SHE INDICATED IN HER OPINION, WERE NOT NOTICEABLE PLACE TO PUBLIC.	, , , , , , , , , , , , , , , , , , ,
ADVISED BECAUSE OF EMOTIONAL STATUS SHORTLY AF	TER b6
HIJACKING, SHE FEELS SHE MAY NOT HAVE PROVIDED ALL INFORMATION	
AND REQUEST SHE BE REINTERVIEWED.	,
. PHILADELPHIA WILL REINTERVIEWE	ь6° b7С
END	
HOLD DCA FBI SE	

FBI

Date: 11/30/71

Transmit the following in .

(Type in plaintext or code)

TELETYPE

URGENT (Priority)

Ъ6

SAC, PORTLAND (164-41)

SEARCH IN THIS MATTER,

SAC, SEATTLE (164-81) (-P-) FROM:

UNSUB; NORTHWEST AIRLINES FLIGHT #305, PORTLAND TO SEATTLE,

11/24/71, CAA - HIJACKING; EXTORTION. OO: SE

FOR THE CONSIDERATION OF PORTLAND IN CONDUCTING

MINNEAPOLIS, IN A CONVERSATION WITH THIS OFFICE ON NOVEMBER TWENTYNINE LAST, ADVISED THAT THEY HAVE BEEN PASSING

INFORMATION ON TO US BASED ON THE QUOTE PRESSURE BUMP ENQUOTE

INDICATING THAT THE MAN HAD JUMPED NORTH OF PORTLAND.

SAID IT WAS ENTIRELY POSSIBLE THAT THE MAN DID NOT

JUMP WHEN THIS PRESSURE BUMP TOOK PLACE. IT WAS ENTIRELY

POSSIBLE THAT HE SAT ON THE END OF THE STAIRS TO CHECK OUT

IF HE DID THIS FOR HIS REFERENCE POINTS BEFORE HE JUMPED.

EVEN A SHORT TIME, HE COULD HAVE EASILY LANDED ACROSS THE

RIVER IN OREGON. HE POINTED OUT IN THIS CONNECTION THAT

THERE IS AN AURORA FIELD NEAR DONALD, OREGON.

PRB:klb

164-81-32

Approved:

Special Agent in Charge

DB Cooper-27821

OPTIONAL PORM NO. 10
HAT DESCRIPTION
GSA PFINE (41 CFR) 101-11.8
UNITED STATES GOVERNMENT

Memorandum

TO : FILE (164-81)

DATE:

11/30/71

FROM :

. SAC, SEATTLE

CC COURSE SEARCH

SUBJECT: UNSUB;

NORTHWEST AIRLINES FLIGHT 305 PORTLAND TO SEATTLE, 11/24/71 CAA - HIJACKING; EXTORTION

On 11/29/71 I talked to b6
Northwest Airlines, Minneapolis, Minnesota. b7C

I pointed out to him that I had examined the log of this flight very carefully and it would appear that the area in which we are currently searching is the most logical one to search. However, I was curious to know if the pilot would be able to detect a difference in the trim of the plane, caused by the added weight brought about through the hijacker's descent on the stairway.

said this would very likely be detected by the pilot were it not for the fact that the plane was on "automatic pilot" during the flight, which he described as being a normal procedure. He continued, however, and said he had examined minutely the flight recorder record and was unable to detect any similar occurrence in the airplane at the site we are presently searching. He advised that in view of this very likely there would be no other logical place to commence a search at this time.

JEM:eon (1)

DB Cooper 2/822

Ь6

ъ7С



SAC, SEATTLE (16481) (P)

11/30/71

SA THOMAS J. MANNING

UNKNOWN SUBJECT; NORTHWEST AIRLINES FLIGHT #305, PORTLAND TO SEATTLE, 11/24/71 CAA - HIJACKING; EXTORTION OO: SEATTLE

Investigation at Longview RA territory, 11/30/71, comisted of contacts with all hospitals, doctor's clinics, in Clark, Cowlitz, Lewis, and Wahkiakum counties, all negative. Doctors and other medical locations being circularized with descriptive information and composite photograph by interested medical authorities.

A four seater helicopter of the Bonneville Power Administration conducting air search in an area 20 X 20 miles with negative results. The three-day use of helicopters and fixed wing aircraft in the prime search area in the opinion of the writer has been completed. No information of value has been uncovered in this aerial surveillance.

Information concerning

ь6 ь7с

has been previously furnished in teletype sent to the Las Vegas Division this date. Close observation of terrain features in the search area composed of 500 square miles and has been flown for three days consists of the following:

Around Lake Merwin in the northern most part of the search area there is a ridge line which averages 1700 feet' running in an east to westerly direction with dense timber, extremely heavy undergrowth and few clearings. Proceeding north and east of this location into Cowlitz County the terrain becomes more timbered with heavy growth of underbrush along the flight path

3 - Seattle TJM/rse (3) 164-81- HO5 my my OPTIONAL FORM NO. 10 MAY 1962 EDITION GSA FPMR (41 CFR) 101-11.8

UNITED STATES GOVERNMENT

Memorandum

FILE (164-81)

FROM : SAC, SEATTLE

SUBJECT: UNSUB;

UNSUB; NORTHWEST AIRLINES FLIGHT 305 PORTLAND TO SEATTLE, 11/24/71 CAA - HIJACKING; EXTORTION

Audin Vision

DATE: 11/29/71

(Westi

ce COURSE CE PARACHUTE.

TEMP

For record purposes, I called SAC WHALEY at Albuquerque on 11/29/71, and told him I understood that there was a research project at Hobloman Air Force Base in New Mexico dealing with the effect on a body of high altitude parachuting and the effect of low temperatures on a body in case a jump was made. I asked him to see if he could contact the person responsible for the survey to give us some notions about what effect this would have on the man making this jump.

I told him that the weather was clear to 1500 feet, broken clouds to 5,000, solid above, and that the jump was possibly made around 7,000 to 10,000 ft. at a time when the "total average temperature" was minus 7 degrees.

JEM:eon (1)

DB Cooper-27826

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Sub. F

164-81-401

SEARCHED INDEXED

SERIALIZED FILED

NOV 2 9 1971

FBI—SEATTLE



SAC, SEATTLE (164-81)

11/29/71

ASAC PAUL R. BIBLER

UNKNOWN SUBJECT;
NORTHWEST AIRLINES
FLIGHT #305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING; EXTORTION
OO: SEATTLE
BUfile 164-2111

on 11/29/71.

Minneapolis, called

ь6 ь7с

- 1. He said that 90% of the skydivers are licensed by the U.S. Parachute Association, P.O. Box 109, Monterey, California. The license has a photograph of the individual; however, he does not believe that the association maintains these photos although they do maintain descriptions.
- 2. Northwest people have discussed this jump with a pilot who has made 500 parachute jumps, including two at night. He said that with a lighted target, a man could come within 1000 feet of the target from the height that they were flying on the night in question, and that you could guide yourself as much as 45 degrees in either direction with a plain survival type parachute, if you had the knowledge.
- 3. He stated that they have been passing information on to us based on the "pressure bump" indicating that the man had jumped north of Portland. He said it was entirely possible that the man did not jump when this "pressure bump" took place. It was entirely possible that he sat on the end of the stairs to check out his reference points before he jumped. If he did this for even a short time, he could have easily landed across the river in Oregon.

He pointed out in this connection that there is Aurora Field near Donald, Oregon.

PRB:k1b (2)

SUCC. F

SEARCHED INDEXED

SERIALIZED FILED

FEI — SEATTLE

611	F B I Date: 11/26/71	
TELETYPE	(Type in plaintext or code) URGENT (Ptiority)	Clurse
TO : DIRECTO	OR, FBI	PARA EMU
SEATTLE, 11/24/71	NORTHWEST AIRLINES FLIGHT #305, I L, CAA - HIJACKING; EXTORTION. OC ARCH CONDUCTED IN AREA WHERE HIJAC	o: se.
FROM GRAY FIELD;	LEFT PLANE, UTILIZING TWO ARMY HE ONE WEYERHAUSER COMPANY HELICOPTE ADM., HELICOPTER. FOR PURPOSE OF	er and one
CONDITIONS, ONLY	INTO SIX SECTIONS AND DUE TO WEAT THREE WERE COVERED TODAY. SEARCH ITED GROUND SEARCH ALSO CONDUCTED	H WAS
QUADRANT OF THE S	FOR TWO INDIVIDUALS IN THE NORTH SEARCH AREA, WHERE TWO INDIVIDUALS ING A LOW FLYING AIRPLANE AT THE I	S MADE
RELATIV	THERS, TO WITNESS	 PHOTO
AND SEATTLE, WHO ADV	WN.,	NOT
IDENTICAL. HE ST	BEING DISPLAYED TO OTHER	•

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••	. (Priority)	

PAGE TWO

ANALYSIS OF FLIGHT PATH OF AIRPLANE, UPON LEAVING SEATTLE, FLIGHT LOGS PROVIDED BY NORTHWEST AIRLINES, SEATTLE AND MINNEAPOLIS, WOULD SUGGEST THAT UNSUB IN AIRPLANE AS LATE AS TIME PLANE PASSED OVER CAMP WASHINGTON, AT EIGHT ZERO FIVE PM. SUBSEQUENT ENTRIES REFLECT OSCILLATION INCABEN AT EIGHT TEN PM. AT WHICH TIME PLANE IN AREA APPROXIMATELY TWO TO THREE MILES SOUTHWEST BY WEST FROM LAKE MERWIN DAM, WASHINGTON. PARACHUTE EXPERTS ADVISE THAT PARACHUTES LEAVING PLANE AT THAT POINT WOULD DRIFT APPROXIMATELY TWO AND ONE HALF MILES EAST, THEREFORE SEARCH IN THIS AREA BEING INTENSIFIED AM OF TWENTYSEVEN INSTANT VIA HELICOPTERS AND GROUND SEARCH. HELICOPTER SEARCH BEING MADE CONTINGENT UPON WEATHER PERMITTING. RECEIPT OF ARTISTS CONCEPTION, INTEND TO GIVE WIDE DISSEMINATION TO PRESS, CONTACTS WILL BE MADE WITH AIRPORTS, FLIGHT SCHOOLS, PARACHUTE CLUBS IN BROAD GENERAL VICINITY.

Ser (9V

		DB Cooper-27840
Approved:	SentM	Per
, Special Agent in Charge	•	

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To:

SAC, Seattle

Date: April 2, 2002

Case ID No.:

SE-164A-81

Lab No.:

010904012 HL MD

Reference:

Communication dated August 23, 2001

Your No.:

Title:

NORJAK;

CAA - HIJACKING

Date specimens received: September 6, 2001

Specimens:

RESUBMITTED ITEMS FROM FBI LABORATORY NUMBER PC-H5141 MC GX: Specimens Q40 Tie, Q41 Tie clip and Also Submitted Airline ticket.

This report contains the results of the DNA examinations. The submitted items and the probed DNA membrane will be returned to you under separate cover by overnight express. In addition to the evidence in the case, any remaining processed DNA from specimens examined by DNA analysis is also being returned to you. The processed DNA can be found in a package marked PROCESSED DNA SAMPLES: SHOULD BE REFRIGERATED/FROZEN. It is recommended that these samples be stored in a refrigerator/freezer and isolated from evidence that has not been examined.

1- 58-164A-81 D- 58-164A-81-6-5

Page 1 of 2

This Report is Furnished for Official Use Only





FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

Report of Examination

Examiner Name:		Date: April 2, 2002	
Unit:	DNA Analysis I	Phone No.:	ь6 ь70
Case ID No.:	SE-164A-81	Lab No.: 010904012 HL MD	b7E

Results of Examinations:

Deoxyribonucleic acid (DNA) amplification via the polymerase chain reaction (PCR) of the nine short tandem repeat (STR) loci and the amelogenin locus (for gender determination) in the AmpFSTR® Profiler PlusTM PCR Amplification Kit was performed on DNA obtained from specimens Q40/Q41 (combined for analysis).

The STR typing results for specimens Q40/Q41 (combined for analysis) indicate the presence of DNA from more than one individual. The typing results from the amelogenin locus indicate the presence of male DNA in the DNA obtained from specimens Q40/Q41 (combined for analysis).

The DNA profile from specimens Q40/Q41 (combined for analysis) will be entered into the Combined DNA Index System (CODIS) and maintained by the FBI Laboratory for future comparisons.

No other DNA examinations were conducted.

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE Date: 07/23/2002

To: Los Angeles Attn: Evidence Control Center

Seattle Atti: Evidence Control Center

SQUAD 5/PSVCTF

From: Los Angeles

SQUAD C-1 Contact: SA

Approved By:

Drafted By: mw

Case ID #: SE 164A-81-G-4 (Pending)

SE 164A-81

Title: NORJAK;

CAA;

OO: SEATTLE

ARMED AND DANGEROUS

Synopsis: All Los Angeles 164-497 files and 1A exhibits concerning captioned matter are being sent to FBI Seattle to be consolidated into their file, SE 164A-81-G.

Reference: SE 164A-81-G Serial 2

Administrative: This is in reference to FBI Seattle's EC to FBI Los Angeles dated February 19, 2002.

Package Copy: Being forwarded under separate cover via Federal Express are two (2) boxes containing the following:

- 1. Fourteen (14) volumes for file 164-497 containing documentation of the investigation conducted by FBI Los Angeles concerning captioned matter.
- 2. Eight (8) volumes of file 164-497 1As, containing 1A1-1A72.
- 3. One (1) volume of file 164-497 Sub A, containing investigation at the Elsinore Paricenter, Inc. located in Elsinore, California.

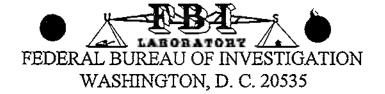
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b6

b7C b7E 7-1 (Rev. 5-13-99)



To:

SAC, Seattle

Date: April 2, 2002

Case ID No.:

SE-164A-81- G-3

Lab No.:

010904012 HL MD

Reference;

Communication dated August 23, 2001

Your No.:

Title:

NORJAK;

CAA - HÍJACKING

Date specimens received: September 6, 2001

Specimens:

RESUBMITTED ITEMS FROM FBI LABORATORY NUMBER PC-H5141 MC GX: Specimens Q40 Tie, Q41 Tie clip and Also Submitted Airline ticket.

This report contains the results of the DNA examinations. The submitted items and the probed DNA membrane will be returned to you under separate cover by overnight express. In addition to the evidence in the case, any remaining processed DNA from specimens examined by DNA analysis is also being returned to you. The processed DNA can be found in a package marked PROCESSED DNA SAMPLES: SHOULD BE REFRIGERATED/FROZEN. It is recommended that these samples be stored in a refrigerator/freezer and isolated from evidence that has not been examined.

Title: NORJAK; CAA

Ø,

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE		Date:	02/19/2002
To: Los Angeles	Attn:	C-1, SA	
From: Seattle Squad 5/ PSVCTF Contact:		`	
Approved By:			
Drafted By:			
Case ID #: SE 164A-81-G-2 (Pend SE 164A-81~9384	ling)		

Synopsis: Locate evidence possibly returned to Los Angeles.

Enclosure(s): Previously faxed to Los Angeles, and enclosed, is a Laboratory report dated 4/19/1974 returning evidence to Los Angeles in captioned case.

Details: As outlined in previous telephone call, Los Angeles is requested to located the below items returned to Los Angeles:

glass microscope slide with hair sample.

Although the report indicates that this item was returned to Las Vegas with their copy of the report, Las Vegas has no record of it being received.

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b6 b7C b7E

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE Date: 08/23/2001

To: Laboratory Attn: DNA

From: Seattle

Squad 5/ PSVCTF
Contact: (206) 262-2503

Approved By:

Drafted By:

Case ID #: SE 164A-81 (Pending) - 93 / 9 SE 164A-81-G (Pending)

Title: NORJAK:

CAA-HIJACKING

Synopsis: To submit evidence for DNA analysis.

Package Copy: Being forwarded under separate cover is one original airline ticket (1B21) and one snap on black tie with gold tie clip (1B7).

Enclosures: Original Laboratory reports regarding above items.

Details: As the Laboratory is aware, captioned case involves the hijacking of Northwest flight 305 destined for Seattle on 11/24/1971 by an unknown subject. In spite of exhaustive investigation over the years, the subject remains unidentified. This case has national significance and remains the only unresolved airplane hijacking in U.S. history. As this was a capital offense at the time, no statute of limitation exists. Retrieval of any DNA could be very useful as a DNA profile could be used to eliminate subjects that are still being brought to the attention of Seattle

The above items were originally submitted to the Laboratory in late 1971 for fingerprint analysis (ticket) and manufacture analysis (tie and clip) with negative results. No DNA testing was ever done. Prior reports from the LAB related to the examination of the tie and clip are attached for reference. As these are the only items absolutely known to have been handled by the UNSUB in this case, they are being resubmitted at this time for DNA analysis. If appropriate, and following the DNA work, the ticket (1B21) should be also resubmitted for latents.

DB Cooper 2/852

b6 b7C

K

(Mount Clipping in Space Below)

Dan Cooper bill not given to boy

Brian Ingram, the 8-year-old Vancouver, Wash., boy who discovered some of the Dan Cooper skyjacking ransom last week, was not given one of the deteriorated bills, as was reported Tuesday in some editions of The Oregonian.

The boy actually was given a \$20 bill made to look like one of the tattered bills, in addition to a certificate praising him for his find. Both items came from the Hough Elementary School PTA.

Meanwhile in Weshington, D.C., FBI laboratory technicians have been unable to determine how much money was in the three bundles of Cooper's recovered as a result of young Ingram's find.

"The \$20 bills were so badly deteriorated that we have been unable to count it," said FBI spokesman Otis Cox. He said no fingerprints were found on the bills.

The bills were identified as part of Cooper's \$200,000 by their serial numbers.

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Page D2.

The Oregonian Portland, Or.

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DB Cooper-27857

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33 SOUTH FIFTH STREET MINNEAPOLIS, MINNESOTA 55402

TELEPHONE (GIZ) 339-4911 TELECOPIER [612] 339 4181 TWX 910-976-2737

February 14, 1980

Mr. Bill Baker Assistant Special Agent in Charge Federal Bureau of Investigation P. O. Box 709 Portland, Oregon 97207

SUBS: G,M,R

Re: D. B. Cooper

Dear Mr. Baker:

We have become aware that some of the money given to D. B. Cooper has been recovered. This letter is to advise you that our client, Globe Indemnity Company, reimbursed Northwest Airlines for the money which was given to D. B. Cooper. is our opinion, based on the terms of the contract pursuant to which such indemnification was made, that Globe Indemnity is entitled to receive any recovery made until the full amount of indemnification has been repaid.

We would appreciate being kept advised of what recovery is or has been made.

Very truly yours,

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DAINT PAUL OFFICE DNIOJIUB ATOBSNAIM OISI SAINT MAUL, MINNESOTA SSIDE TELEPHONE (612) 224-9004

SCHOTHEASTERN RESIGNAL OFFICE おいげど おまり DESC COMBERLAND PARKWAY ATLANTA, GEORGIA 30339

TELEPHONE (404) 434-7100

WESTERN RESIDNAL DEFICE SUITE 200 ISSOC PAIRCHILD DRIVE IRVINE, CALIFORNIA 92715 TELEPHONE (714) 851-0291

The Loot Reveals New Clues to the Fate of DR

By John-O'Ryan

VANCOUVER. Wash. — Eight FBI agents digging on a Columbia River beach in a snowstorm found no more of D.B. Cooper's hijack ransom yesterday, but they revealed new clues to the fate of the legendary parachutist.

the fate of the legendary parachutist.

Special agent Ken Moore of Seattle, in charge of the digging, said a geologist's report indicates that the money which has been found drifted up on this beach within the past two years.

Furthermore, Moore said as he warmed himself by a camplire during

a respite from the frigid digging, the inches came downstream, and probably reached the Columbia from the Washougal River, or one of several smaller streams which enter the big river above here.

It isn't likely, he said, that the money came upstream, with tidal currents, from the Lewis River — which drains Lake Merwin, where Cooper has long been thought to have perished.

Moore thought for a few moments,

"Tourists who want to look for more Cooper money probably should-

l; look on the Washougal River."

All of which indicates that Cooper, with \$200,000 in a canvas suitcase strapped to his body, jumped from a Northwest Airlines Boeing 727 a little southeast of the point originally estimated by the FBL.

He apparently landed southeast of Lake Merwin which is just off 1-5 near Woodland, in the drainage of the Washougal River, or nearby streams, in hilly, wooded country.

"There is nothing infallible about our original estimate of where he landed," said John Pringle, assistant special agent in charge of the Scattle

office.

. "Because of strong wind currents, and other variables, we could have been a little off in our original considers."

According to Pringle, only one money bundle from the \$200,000 hijack ransom was found on this beach nine miles downstream from the bridge over the Columbia River at Vancouver.

But since Cooper had all of his money in one canvas container, according to Moore, if any of the money is scattered — all of it is hkely to be scattered.

Cooper, whose real identity has never been learned, literally dropped out of sight the night he plunged from the airliner. He had collected his bijack e loot in Seattle — bundles of money wrapped in a package six inches high, one foot across, and about 1S inches long — later stuffed into a bag tied to his waist.

No trace was found of Cooper or his money until a family picnicking on this north bank of the Columbia, on property owned by the Fazio Brothers Sand Co. and dairy cow farm, found tattered hills three to six inches deep in the sand.

it was "Scattle day" at the FBI diggings on the Columbia River yesterday. The previous day, 10 FBI agents from the Portland bureau carried out the digging.

Yesterday, eight agents from the

Scattle bureau were hard at work. The beach is roped off, and a Clark County sheriff's car was parked at the entrance to the Fazio property to Keep the public out.

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Sand was piled around the original money discovery area, because the FBI had been using a backline to excavate there. Agents were working yesterday with shovels and rakes.

Moore said a Portland State University Geologist is the one who determined that the money had floated onto the beach within the last twoyears.

This, Moore said, was based on a determination that there is only about six to eight inches of sand on this beach, and beneath it is a clay that was placed here by a channel dredging project carried out in 1974.

The clay, he said, appears "undisturbed," but the sand contains soft drink containers and other debris

from pienickers. It appears to be of recent origin, and the money was found only about three to six inches deep in it.

Moore said the Army Corps of Engineers had scuttled the theory that the money had drifted upstream with tiral currents from the mouth of the Lewis River, which enters the Columbia downstream from here.

"I talked to the engineers, and they said that it is most unlikely that anything drifted upstream against the current," Moore said.

If no more money is found, the 'FBI's digging on the beach will end today, Moore said.

But he expressed the belief that the departure of the Fill will not end the sifting through this strip of sand.

"After we leave, probably 2.500 people will digging here the next day," he said.

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Daily News Longview, Wa.

Date: 2/13/80 Edition: Final

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Submitting Office: Seattle

Bl agents digging in search of more clues

By Bud May The Daily News

PORTLAND .- An 8-year-old boy . accomplished with a sweep of his hand Sunday something the FBI has been trying to do for more than eight

Brian Ingram, son of Mr. and Mrs. Harold Dwayne Ingram of Vancouver, provided the first major breakthrough in the D.B. Cooper skyjacking case when he accidentally uncovered part of the \$200,000 ransom Cooper had when he bailed out of a Northwest Airlines jet in the Lewis River area on Thanksgiving Eve, Nov. 24, 1971.

The FBI said Tuesday the discovery of more than \$3,000 in badly deteriorated \$20 bills was made Sunday while the Ingram family was on an outing on a Columbia River beach about five miles northwest of Vancouver on the Washington side.

Meantime, the FBI is conducting an intensive grid search of the beach area where the money was found. Agents reported finding bits and pieces of money Tuesday afternoon, some of it as deep as three feet in

However, the pieces were so small il was not possible to determine the ' amount of money.

A U.S. Army Corps of Engineers hydrologist, George Holmes, said he would review information about where the hijacker jumped in relation to where the money was found.

He said the Washougal River was . i the only Columbia tributary that might have carried the cash, and: even that is a remote possibility.

Not everyone shares that opinion. Some experts feel that because of the Columbia's currents, the money could have come from the Lewis River and washed upstream.

The FBI has a'so contacted the Ar- ... my Engineers, which continuously dredges sand in that area, on the chance that dredging brought the money up from the bottom of the river. A spokesman for the Army Engineers said today that it is a definite possibility. While they constantly dredge in that area, the last time they deposited the dredged sand on that beach was in October

Agents said the money, in bundles, without question is part of that given the man known as Cooper.

"The packaging and numbered sequence indicate the bills have not been separated and are in much the same order as when given to the hijacker," explained Bill Baker, assistant agent in charge at the Portland office.

Baker could not say whether the Ingram family will get a reward, since the FBI can not offer one, but he indicated there is a good possibility that the airline or another source; would provide one.

The elder Ingram and his wife, Patricia, told dozens of news media, people at a press conference in the Portland FBI Office Tuesday how

the money was found.

"I was about to build a fire on the beach," said Ingram, "and had myiarms full, but before I could set it; 🥫 down, my son said, 'Wait a minute' daddy.' He scooped off some sand, and this money rolled to the top.

A UPI reporter who talked with the family Tuesday said Brian and his 5-year-old cousin, Denise Ingram, shouted, "Look! It's money that we found!"

The Ingrams said they didn't con-. nect the money to the Cooper case at the time, but realized it must be important to someone, so they notified the Portland FBI Office of the find.

Asked by a reporter why he contacted the FBI instead of local authorities, Ingram responded, "Because I figured if I turned it over to police, I would never see it again,'

He didn't elaborate on that remark, but continued to answer questions from newspaper, television and radio reporters.

Asked if he considered keeping the money, Ingram laughingly replied, "No, it looked in such bad shape I didn't think I could spend it."

Ingram said the money, which was displayed for reporters on a table at the press conference, was JUE about 20 yards from the edge of the river, but was very wet Because of the poor condition of

the bills, thei exact amount of recovered money is unknown bent if F ding laboratory examination the 1980 FBI said. isour-reducing the pieru

While FBI agents seem ecstatic exerabout the discovery; they are quickfor to point out that approximately! \$197,000 is still missing, and what happened to Cooper himself is just DB Cooper-27860 'as much a mystery as before the find. .

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Ъ6 **b7C** (Mount Clipping in Space Below)

Cooper in lake, ex-agent says

By Bud May The Daily News

The body of skyjacker D.B. Cooper lies on the bottom of Lake Merwin, most likely hung up on a snag.

Retired FBI Agent Tom Manning of Longview has held that theory for several years, and still does.

The fact that some of the ransom money Cooper got from Northwest Airlines was found Sunday on a Columbia River beach north and west of Vancouver has not changed his conviction in the least.

Manning, now manager of the Longview Chamber of Commerce, had charge of the massive searches conducted in the Lewis River area after the infamous skyjacking of a Northwest Airlines jet on Thanksgiving Eve in 1971.

Because he worked so long on a case that has never been solved, the former resident agent has taken a lot of ribbing from friends and acquaintances.

"Some still call me D.B. Cooper," he said with a chuckle Tuesday night.

Manning never believed the skyjacker survived the jump with \$200,000 in ransom money, and was among the first to say so.

"I said several years ago that I think he may be hung up on a snag at the bottom of Lake Merwin, and I still think so," Manning said after learning Tuesday that some of the ransom money had been found.

Manning said the fact that the money was found upstream, rather than downstream from the mouth of the Lewis River, doesn't disprove his theory.

He said it could have been moved upstream by tides and currents.

George Holmes, a hydrologist for the U.S. Army Corps of Engineers, says that would not have been impossible, but he considers it unlikely that currents would have moved the cash that far upstream.

"However," Holmes, emphasized, "I'm not taking issue in any way with the theory of where the hijacker may have come down after leaving the plane, or where the rest of the money might be."

Manning recalls vividly the inten-

sive search conducted east of Woodland in the Lewis River area.

He says Charles Farrell of Seattle was the FBI agent in charge of the case, while Manning coordinated the searches. Other agents from the Seattle and Portland FBI offices were also involved. In addition, about 200 soldiers from Fort Lewis were used in an inch by inch grid search conducted in March of 1972 after the winter snows melted.

Despite the fact that no trace of Cooper was found, Manning and other agents remained convinced he had jumped somewhere in the Lewis River-Lake Merwin area, where crewmen of the Boeing 727 noted a fluctuation in the cabin rate of pressure indicator about 8:10 p.m.

Minutes earlier lights came on ing the cockpit indicating the rear airstair of the aircraft had been lowered.

"Using the same aircraft, we made some tests three days after the hijacking, and the results gave credence to the theory that he jumped in the area the crew told us about," Manning said.

Manning was aboard the plane, if flown by the chief pilot of the airline, when it was taken over the Pacific Ocean off the Hoquiam bombing range for the tests. Also present was the same flight engineer who was on duty the night of the incident.

"We took along some wooden sleds with sandbags to approximate the weight of Cooper, the parachutes given him and the ransom money; and dropped them from the plane when the flying conditions were the same as they were at the time he bailed out," Manning recalled.

The airstair was lowered, and the sleds dropped.

"The engineer said the plane reacted the same as it had before when the weight was released," Manning said Tuesday.

According to Manning, the FBI and the airline were convinced then that the man calling himself D.B. Cooper bailed out of the jet in their Lewis River area, and nothing has happened to shake that belief.

Where he landed has never been determined, but Manning still thinks
Lake Merwin is a good bet

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Daily News
Longview, Wa.

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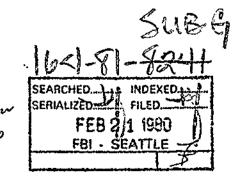
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Date: 2/13/80 Edition: Final

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Submitting Office: Seattle

By Donna duBeth The Daily News

The handful of residents who live along the beach where part of D.B. Cooper's loot was found Sunday are kicking themselves for not building more sand castles.

They also wonder whether they should have paid more attention to the sand dredging operations along the beach.

Tina Bar is a stretch of sandy beach on the Washington side of the Columbia River northwest of Vancouver. The lonely country road that winds along the beach, Lower River Road, dead-ends about three miles from where a Vancouver family found about \$3,000 beneath the sand Sunday while on a picnic. Rabbits bounce on the side of the road at night, startled by occasional passing cars.

Less than 10 houses are along the 12-mile stretch of beach road. Most of the land belongs to large dairy farms. The Fazio Bros. Sand Co. also fronts the river. A road leading through the Fazio gate is a popular path to the beach. It is the same path used by the family the day they found the money. On the east side of Fazio Bros. is Leeward Isle Marina, with a public fishing boat launch and one or two house boats.

During fishing season, the beach is packed from end to end, say local residents Clarence and Barbara Ellis. They have lived in their mobile home just down the road from Fazio Bros, for the past 30 years,

Every day Clarence takes his outboard skiff along Tina Bar patrolling the river and the beach for renegade logs that could damage other boats.

Ellis says that the Army Corps of Engineers continuously dredges sand directly off the shore from where the money was found.

"I betcha that dredging brought that money up and

most of it's been destroyed by the dredging," he said. · "Even the FBI is going to be able to figure that one out."

Today a spokesman for the Army Engineers said they were working closely with the FBI, checking out that lead. The sand sucked up from the bottom of the river and spewed onto the beach could have contained some or all of the long-sought money. While the dredging is continuous, the last time sand was deposited in that spot was in October 1974.

Another resident of the area said that the money was found too far from the water to have washed up. "It had to be the dredging. Maybe I'll go get me a shovel," said Mrs. J.W. Freeman.

The FBI dug all day Tuesday, finding bits and pieces of \$20 bills. An agent guarding the site Tuesday evening said the amount they found during the day was less than the \$3,000 orginally dug up.

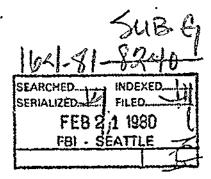
Tuesday night the Ellis family sat in their home decorated with fishing gear and large plants, amazed that some the D.B. Cooper money was showing up on the same beach their children grew up on.

"To think I worked like a slave all my life and here this money was right in my front yard," said Ellis. "When I think of the times my kids took the fourwheel drive right over that spot. I mean that's our beach. It belongs to the people we lease from and that's the beach we use."

His wife, Barbara, said she felt "kinda sick" not finding it. But she added that she would have turned it in. "Somebody could have lost it," she said.

The beach property actually belongs to the Hans Egger family of Vancouver. A baby sitter at the home said the Eggers were on vacation in California. They learned the money had been found on their property; when they listened to a television newscast Tuesday

"They were shocked," said the baby sitter.



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i)aily News
Longview, Wa.

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How it all started

On Nov. 24, 1971, a calm, middle-age man calling himself Dan Cooper bought a ticket for a Northwest Airlines flight to Seattle.

Shortly after takeoff, he handed a note to stewardess Florence Schafiner.

Thinking the man was trying to "hustle" her, she stuffed the note in her purse, but he motioned for her to read it.

The note said he had a bomb, and wanted to go to Mexico.

While the jet circled Seattle before landing, the skyjacker also ordered that \$200,600 cash and four parachutes be brought to the plane.

The airline agreed, 36 passengers and part of the crew were allowed to leave, and the plane took off with the man and his ransom.

As it flew south, the rear airstair was lowered, and minutes later the plane reacted in a manner that convinced the crew that the sky-jacker had bailed out somewhere in the Lewis River-Lake Merwin area east of Woodland.

Thus began the legend of D.B. Cooper (the name Dan Cooper somehow got lost in news media accounts of the incident.)

Cooper has never been found, but interest in the case is still strong, and flared Tuesday when the FBI announced a Vancouver family had found several thousand dollars of the ransom money on a Columbia River beach northwest of Vancouver.

Several stories about the case appear in today's issue of The Daily News.

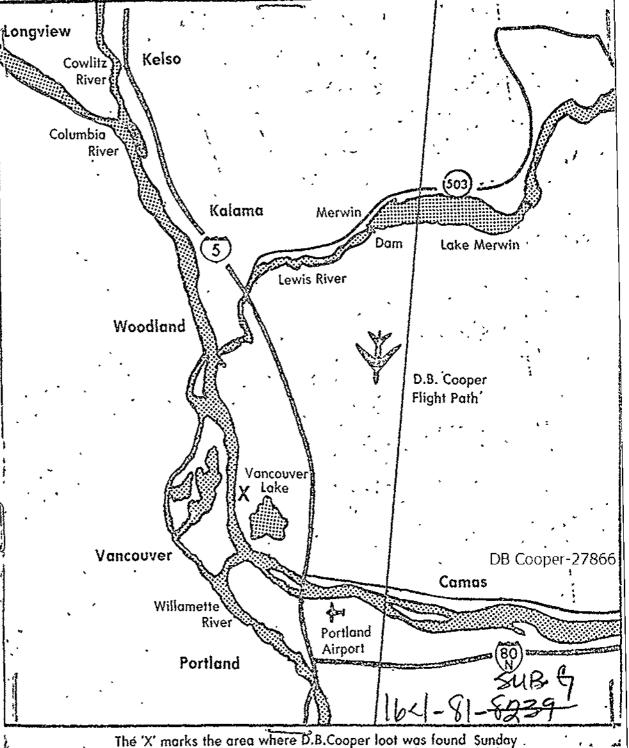
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FBI Halts Search For Cooper Clues & Loot

FBI agents yesterday called off their search on a sandy beach of the Columbia River west of Vancouver for more evidence of D.B. Cooper and the \$260,000 he carried when he parachuted from a skyjacked airliner in November 1971.

"When the agents get back here next week, we'll discuss what direction to take next," said Jack Pringle, an FBI agent in Seattle.

One partly decomposed bundle of marked \$20 bills from the Cooper loot was found Sunday by a family picnicking beside the river nine miles below Vancouver.

It probably will be at least a week' before the FBI laboratory in Washington, D.C., will report on how much money was found, said Bill Williams, of the FBI office in Portland, Ore., whose agents dug and sifted the sand carlier this week.

Cooper is believed to have parachuted over Lake Merwin in Cowlitz County. No trace of him or the money is known to have been found until the discovery Sunday.

Williams said yesterday that Leonard Palmer, a geologist at Portland State University, concluded that the money drifted onto the river bank sometime after August 1974. The money lay in sand on top of spoil from a dredging operation that was conducted that month, Palmer told the FBI.

Pringle said that sooner or later the recovered money will be returned to its owner.

"We don't know who that is and it's not up to us to determine," be said. "It might be that a court will have to decide."

The \$200,000 was delivered to Cooper aboard a Northwest Airline plane in Seattle after he skyjacked it.

Brent Baskfield, a Northwest public relations officer in St. Paul, Minn, I said Northwest paid the money but i has been reimbursed for most of it by in The Globe Insurance Co. in New York City. (Indicate page, name of spaper, city and state.) p.Alo
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Seattle Times Seattle, Wa.

Date: 2/14/80 Edition: Final

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Pickings are slim in Cooper treasure hunt

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Submitting Office: Seattle

by Richard Zahler and Steve Johnston Times staff reporters

Federal Bureau of Investigation treasure hunters returned to a cold and sandy Columbia River beach downstream from Vancouver, Wash., today seeking more clues to the eight-year-old D.B. Cooper skyjacking mystery.

The F.B.I. mixed a little science and technology with a lot of old-fashioned elbow grease yesterday in continued digging at the beach. Agents continued to find scraps of \$20 bills in the area where a picnicking Vancouver family found three bundles of money Sunday.

Through serial numbers, those decomposed bundles of bills have been identified as "several thousand dollars" of the \$200,600 given to the man who hijacked a Northwest Orient Airlines 727 in November, 1971, then parachuted from the jet with his loot. The F.B.I. believes he jumped somewhere in the vicinity of LaCenter, about 25 miles northeast of the beach where the money was found.

Yesterday's search, aided by a backhoe and advice from a Portland State University geologist, provided no' clues how the money got to the beach or where it has been since the hijacking.

F.B.I. agents said the money still was packaged in the same order as it was given to the hijacker. The geologist said the money probably had been there for less than

Kenneth Moore, a Seattle F.B.I. agent assigned to the case, said, "One reason for conducting an exhaustive search of this area would be to find other indications of what happened — pieces of clothing, pieces of bag, pieces of parachute or human remains, which in this case would be only bones."

The beach area is 7½ miles northwest of Vancouvers on a stretch of shoreline used heavily by fishermen and lined with industrial plants and farms.

Moore and other agents said it would be just speculation to suggest that Cooper might have come down near the Columbia River beach, or that the search site might give any clue besides additional pieces of money. The round shape of the wads of money suggested that the cash could have tumbled along the river bed, agents said.

The farmers who own the shoreland, Al and Richard Fazio, said the place where the money was found is periodically underwater during high river runoff, like last

Moore said the currency might have been pumped on the beach during the dredging, but that was doubted by Dr. Leonard Palmer, Portland State geologist.

Palmer said the scraps of money had been found in looser sand, not in dredging spoils. The river last was dredged there in 1974.

Moore said the meager evidence suggests the hijacker "may have landed in the water, although not necessarily the Columbia."

ubs: Bitifity

Speculation that Cooper could have dropped into Lake Merwin, a reservoir on the Lewis River, was replaced this week by speculation he could have landed in the Washougal River watershed. The Lewis River enters downstream from the search area, the Washougal upstream from Vancouver.

But Moore said there were no plans to search upriver "unless evidence leads us to a more specific area."

Small pieces of currency were found yesterday in scattered places as they combed through sand several hundred feet downstream from Sunday's discovery site.

Other fragments showed up as agents shoveled sand through wire screens around the main site. The largest piece discovered yesterday was about the size of a stick of chewing gum. It was several layers thick.

Moore said the new fragments may once have been

part of the destroyed bundles discovered Sunday.

Although there were several rewards offered for the discovery of the money or the arrest of D.B. Cooper, federal agents said it looked as if the Harold Ingram family is out of luck. Ingram's son, Brian, 8, uncovered the

"As far as I know, all reward offers have been canceled," a Portland F.B.I. agent, Bill Williams, said.

Roy Erickson, a spokesman for Northwest Orient in St. Louis, said the airline had settled with its insurance company, Globe of New York, several years ago and received \$180,000.

"Our loss was covered by our insurance and so we

are out of the situation now," he said.

Ralph Himmelsbach, a Portland F.B.I. agent who has worked on the D.B. Cooper case since 1971, said the finding of the money gave him "a certain sense of satisfaction," the Associated Press reported.

"The case isn't solved," Himmelsbach said, "but this

is certainly a major milestone.

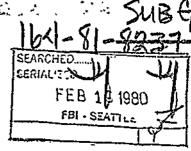
"So we know at least that he (Cooper) never spent this money, and we know that none of the money he was given has ever turned up in circulation."

Himmelsbach said Cooper's skeleton probably never will be found if it is in the forested mountain area where he is supposed to have landed.

"Unlike the money, Cooper is biodegradable," Him-

melsbach said.

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(Mount Clipping in Space Below) .

By KERRY WEBSTER FINT Staff Writer

It's more likely than ever that , the legendary D. B. Cooper is just a grinning skeleton in a nylon shroud, say FBI agents raking the sand for the last of his mouldering stash.

"The discovery of the money adds credence to the theory that he probably did not survive the jump," said Bill Williams, a special agent in Portland.

On the north bank of the Columbia River today, more than 30 FBI agents worked behind a cordon of armed sheriff's deputies, spading over every square foot of sand along 150 feet of shoreline.

The site is where eight-year-old Brian Ingram of Vancouver, digging idly in the sand with a stick on Sunday, turned up a sodden wad of \$20 bills.

Serial numbers on the money — 12 stacks of twenties, still in their bank wrappings — matched some of those given to "Dan Cooper" when he hijacked Northwest Airlines Flight 305 on Thanksgiving Eve, 1971.

Flourishing what looked like a stick of dynamite, "Cooper" ordered the plane to fly from Seattle-Tacoma International Airport to Reno, Nev., after first demaninding \$200,000 and four parachutes.

The Boeing 727's flight recorder indicated that he jumped from the plane's lowered rear stairwell somewhere near Ariel, a tiny logging town in Southwest Washington.

No trace of Cooper or the hijackling loot had shown up in the past rnine years. The mysterious air pirate in that time has become a cult figure, with sweatshirts, bumperstickers and endless pulp-magazine stories dedicated to the exploit.

FBI agents, who have been the butt of D. B. Cooper jokes for nine years, did not conceal a certain grim satisfaction when they announced the finding of the money in . Seattle and Portland press conferences vesterday.

The fact that the money appears to have washed up on the riverbank, rather than having been purposely buried there, increases the chances that Cooper is dead.

"There is no way we can tell if he is dead or alive," said John Pringle, assistant agent in charge of the Seattle office. "We only know that if he is alive, he doesn't have this money."

The site of the find is about nine miles downriver from the Interstate 5 bridge over the Columbia between Portland and Vancouver. Young Ingram made the discovery while picnicking with his parents, Mr. and Mrs. Harold Dwayne Ingram.

The elder Ingram told reporters yesterday he was preparing to build a fire when his son "ran up and said, 'Wait a minute, Daddy.' . He raked a place out in the sand, and there it was.

Ingram told The Associated Press he didn't even consider spending the money, because it looked so badly deteriorated.

The decomposed money was being sent today to the FBI crime lab in Washington, D.C., for examination. Pringle said there is a possibility that mud and soil deposited in the bundles may give a clue as to where they were washed from.

"We're going to be doing some study of tide tables and flood records, also," added Portland agent Williams today. "That'll tell us whether examining any of the (Indicate page, name of newspaper, city and state.) p.A3

News Tribune Tacoma, Wa.

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Submitting Office: Seattle

Columbia's tributaries would be useful."

The Washougal River flows into " the Columbia below the money site, and its origins are deep in the woods over which Cooper is believed to have jumped.

However, Williams noted, the Columbia is frequently dredged and often floods where the money was found, so the situation could be very confused.

Pringle said Cooper jumped with the money tied around his waist, and he said he believed "it was in a bag which would have deteriorated over this length of

He said a major objective of the search going on now is to find some other object that is connected to Cooper.

"We could find bones, or a piece to of parachute," he said. "Nylon does not deteriorate rapidly.

Agents using spades and rakes I have discovered a few more pieces of \$20 bills, about the size of nickels and dimes, according to the FBI. The new discoveries were made within a three-foot radius of the original finding.

"We are planning to bring in. some heavy equipment tomorrow to speed things up," Williams said. "The problem when you dig up a spadeful of sand is, what do you do with the sand?"

In Ariel, meanwhile, tavern owner Dave Fisher said the little town will go on with plans for its annual "D. B. Cooper party" at his

Ariel Store & Tavern this Nov 24 ______ "You know, if they high found-file" body," he said, "we were planning. some sort of a memprial party 1980

DB Cooper 2/869 164-8-83

FBI SET

FD-350.(Rev. 12-5-78)

(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state.) D.Al

Seattle Times Seattle, Wa.

Date: 2/13/80 Edition: Final

Title:

NORSAK

Character:

or

164-81

Classification:

Submitting Office: Seattle

by Richard Zahler ijand Steve Johnston 🜊 Times staff reporters

VANCOUVER, Wash. - The Federal Bureau of Investigation brought a backhoe and experts in soil, archeology and river currents to a sandy Columbia River beach west of here today to seek more clues into the 8-year-old D.B. Coo-

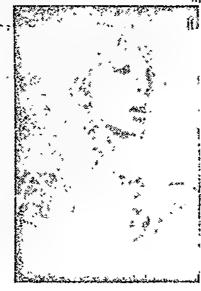
per hijacking mystery. An 8-year-old boy Sunday uncovered on the beach a small part of ,the \$200,000 the legendary hijacker had strapped to his body when he parachuted from a Northwest Orient Airlines 727 over Southwestern Washington November 24, 1971.

F.B.I. agents yesterday found more fragments of \$20 bills while digging at the beach. Paul Hudson, the F.B.I.'s on-site coordinator, said the fragments - the size of nickels and quarters - were found as much as 5 feet away from where the money was found Sunday, Some fragments were 3 feet under the surface.

to determine possible ways the money reached the beach. The Friver recently covered the beach,

Hudson also noted that the Columbia River channel is dredged periodically and sand from the river bottom is pumped on the shore.

"It's possible that it washed up ago . . . not 9 years ago but I County deputy sheriff was at the not necessarily recently," Hudson



Brian Ingram Got scoop on skyjacker

Discovery of the money "probably raises as many questions as it i does answers," Hudson said. "In Hudson said the bureau is trying my own mind I can rule out the possibility that (the money) was buried here.'

Hudson said whether searchers might find Cooper's remains in the area is "one of the questions we hope to answer today.

The beach is about nine miles west of Vancouver, adjacent to a dairy farm and a popular spot for here a period of time steelhead fishing. Today a Clark

farm gate, turning away fisher-(f), men and the curious.

One longtime fisherman, Sidney Tipper, 80, of Vancouver, was admitted to fish. Tipper said, "I've been going up and down this river for 10 years. The money wasn't very deep. If it had been here (a. long time) I think we'd have seen

The F.B.I. said yesterday it presumes the money had been washed downstream, possibly from a tributary to the Columbia. An Army Engineers hydrologist, said that the Washougal River was the only tributary that might have carried the money. The Washougal is the first Washington tributary upstream from Vancouver.

William M. Baker, aşsistant special agent for the Portland F.B.I. office, said he expected searches would be carried out along the Co lumbia to the mouth of the Wall shougal and possibly up the Wall shougal.

The money recovered Sunday, : in three bundles of decomposing \$20 bills, was discovered by Brian Ingram, 8, of Vancouver. The boy

> FEB 1 l5 1980 FBI & SEATTLE

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SUBS: B.E.G.M

DB Cooper-27872

(Mount Clipping in Spaco Below)

Seattle Times Seattle, Wa. Date: 2/13/80

Edition: Final

(Indicate page, name of

Title:

NORSAK

newspaper, city and state.) D.B1

Character:

or

164-81

Classification: Submitting Office: Seattle

by Richard Zahler-Times staff reporter

"much happens in Ariel, a small the sandy riverbanks with a stick logging community II miles east of Woodland.

Until a hijacker vanished mysteriously over Southwest Washington more than eight years ago, probably nothing happened in

But D.B. Cooper put the town on the map, and yesterday and last night the telephones at the Ariel Store & Tavern were "ringing off the hook" said Dave Fisher, the owner.

Ariel happens to be near Lake Merwin, and a number of theorists suggested that Cooper might have gone into the reservoir behind the Ariel dam.

Since 1976 the Ariel Tayern has hosted an annual D.B. Cooper party on November 24, the anniversary of the hijacking in 1971. Every year 200 to 300 people have shown up to eat buffalo stew and see whether Cooper would answer the standing invitation to join the party.

He never has, of course.

Fisher bought the tavern and the tradition 15 months ago, and until 3:30 yesterday afternoon, "I wasn't expecting a thing tonight.; It's pretty dead in winter.

But then the Federal Bureau of Investigation announced in Seattle and Portland that part of \$200,000 given to the Injacker had been found along the banks of the Columbia River near Vancouver.

The moldering money, about +\$4,000, was found by a family picnicking along the river north of ARIEL, Cowlitz County - Not Portland. A young boy digging in uncovered the loot.

After that, Fisher said, "It was just like the D.B. Cooper party."

Fisher said he had been on the run answering telephone calls from television-network reporters in New York and newspapers and, radio stations all over the West

Only about 20 or 30 patrons were in the Ariel Tavern last. night, and most were paying as a much attention to playing pool as to the Cooper talk. A weekly Tuesday-night pool match with the Riverside Tavern in Woodland hadbeen moved to Ariel last night at the request of a Portland television station interested in filming reaction to the discovery of the. money.

Fisher and others said they were mystified as to how the money arrived on the banks of the Columbia River, but they still would have to be persuaded that the hijacker didn't survive after hebailed out of the Boeing 727.

"I still think he's alive, until+ they find some bones," Fisher

He said the finding could lead to other developments, pointing out that the discovery by the boy was a strange first trace of Cooper after so many years.

Then the telephone rang in the next room, Fisher raced to answer it, laughed and announced, "San Jose calling."

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cate page, name of newspaper, city and state.) D.Bl. Seattle Times Seattle, Wa.

Date: 2/13/80 Edition: Final

Title: MORJAK

Character:

164-81

Classification:

Submitting Office: Seattle

by Steve Johnston Times staff reporter

Passengers on Flight, 305 remembered the man as a quiet-spoken sort wearing a dark brown? suit. He took the last seat on the right-hand side of the Northwest Orient Airline's flight out of Port-

land heading for Seattle.

The only thing unusual about the man was that he wore sun glasses, unusual because it was a rainy day on November 24, 1971, a day before Thanksgiving.

The man checked aboard the Boeing 727 under the name of "Dan Cooper" in Portland, the last leg of the flight that had started in Washington, D.C.

down in Reno several hours later, the man who became known as "D.B. Cooper" was gone, along with \$200,000 in \$20 bills, two parachutes and a briefcase which Cooper told the stewardess contained ia bomb.

Somewhere in Southwest Washington, D.B. Cooper had bailed out at 10,000 feet into dark storm clouds and into history. He would remain to this day the only hijacker in the United States ever to . escape arrest,

Over the last seven years, the F.B.I. has questioned more than 1,000 possible suspects, chasedn heard from hundreds of people, Fing ran several pages of two lands and area densely populated with who claim either to be Cooper or, ed interview with Cooper, and two an area densely populated with Douglas fir and ponderosa pine."

But it took an 8-year-old Vancouver, Wash., boy to uncover the only piece of concrete evidence that Cooper really did bail out into . the dense forest of Southwest Washington. 200 1

Until Brian Ingram dug up 12; packets of \$20 bills while on a pic. nic with his family along the Columbia River, law-enforcement officers only assumed D.B. Cooper jumped over Southwest Washington. The plane's recorder showed a "low pressure bump" at 8:11 p.m. near Woodland, and when the plane landed in Reno, the hijacker couldn't be found.

Hundreds of searchers spread out over the area around Woodland, hoping either to find the body or the money or just a piece of the parachute dangling from a tree. Most parachute experts consulted at the time agreed it would be almost impossible for Cooper to survive the plunge.

But within days of the hijacks By the time the plane finally set ling, the legend of D.B. Cooper

> started to build. People started to ^gtalk about him as a modern day Robin Hood. They admired the daring, the planning and the execution of the jump.

Slowly but surely, the reports of encounters with Cooper started to come out. A man in Woodland said someone knocked at his back door on November 24 about the time Cooper would have landed, but he didn't answer. Other people started turning in friends who looked like Cooper, in hopes of collecting the \$25,000 reward.

Then the stories started to apdown thousands of leads and tpear. The now defunct Seattle

Kitsap County men were arrested for selling a fake interview with Cooper to a former contributing; editor of Newsweek for \$30,000.

Five months ago, two Tacoma inen said they had talked with D.B. Cooper, who, they said, was living in Puyallup. The man told them that the money was buried under a pile of garbage at the Puyallup dump.

Mostly, however, people just have had fun with the D.B. Cooper story. T-shirts with the picture of D.B. Cooper in his sunglasses and bearing the legend, "D.B. Cooper, Where Are You?" became popular, and there even was a song written about him.

The residents of Ariel, Cowlitz County, near where Cooper supposedly bailed out, started holding an annual "D.B. Cooper Day" to commemorate the event. The festival, called the "Cooper Caper," featured buffalo stew and sky divers and attracted more than 800 people. But not, apparently, D.B. Cooper.

As for the two Federal Bureau of Investigation agents who have been on the case since it began, they say they believe D.B. Cooper probably died the night he went

but the plane.

"It is my personal opinion that he is dead," said Joseph O'Connell, who has retired. "He jumped out of a plane at 10,000 feet on a cold, raw night and he jumped in

Ralph Himmelsbach, Portland F.B.I. agent who is to retire Feb. 11 7 ruary 29, said he was "del gindhis". about the money being found. He EB 18 1980 said the find reduced the chances FBI - SEATTLE to "less than 50-50."

DB Cooper-27877

JUBS BEG

b6 b7C More Of

By Neil Modie

FBI agents yesterday found bits of

more \$20 bills buried in the sand be-

side the Columbia River near Van-

couver, Wash., and said it was more of

day that the muck and sand the

money was buried in may have been

dredge material. But they discounted .

that theory after a geologist examined

the site, about 10 miles northwest of

the probabilities are that the material

was washed ashore rather than (being in) dredged sand," FBI - Agent Raipi! . Himmelsbach of Portland told The

Children on a family outing on Sunday found the first half - decom-

posed packets of \$20 bills with which

Cooper had parachuted from a Northwest Orient jetliner on Thanksgiving Eve, Nov. 24, 1971.

\$4,000, Himmelsbach said, and serial numbers checked matched numbers

on the marked bills given Cooper.

The total was between \$1,000 and

The money was found farther downriver from Vancouver than FBI

agents had estimated Tuesday, when they announced the discovery, and it

caused Himmelsbach to return to the theory he has had since 1971 that

Cooper landed - dead or alive - in the vicinity of Lake Merwin on the

Lewis River about 25 miles north of

Himmelsbach, the agent in charge of the investigation since the hijack-

ing took place, said he believes the dozen packets of greenbacks were

gradually washed down the Lewis

River and into the Columbia River

Then, he said, ocean tides could have

pushed them several miles up the

There was speculation Tuesday

Columbia to where they were found.

Post - Intelligencer last night.

"His (the geologist's) feeling is that

Vancouver.

the \$200,000 ransom collected in 1971 by airline hijacker D.B. Cooper.

Agents speculated earlier in the

(Mount Clipping in Space Below)

that the site was too far up the Columbia for the money to have come from the Lewis River.

1 However, Himmelsbach said yesterday, "My understanding is that this is tidal water, and if so, there are times that this (river) runs backward. So it could have run upstream that

Did Cooper, lightly dressed and ' buffeted by wind and freezing rain when he parachuted from the airlin-

er, drop the money on the way down?
"I hat's a good possibility," Himmelsbach said. "There's also the possibility." bility that he just took the money, and neither he nor the money left there (where he landed).

."I feel this is an indication that's probably he didn't make it (alive), and it has been my feeling that probably he didn't make it because of the circumstances of the jump and the fact that he didn't have the proper equip-ment for parachuting," Himmelsbach continued.

"He didn't have a hardhat, goggles, leather gloves, jump suit or jump boots. He didn't have any of those things and he sure needed them all. .

"I don't think the fall killed him," !
"Himmelsbach theorized, "but there! was that sudden stop. I think probably there was good likelihood he was in bjured during the fax and didn't have any help . . . and was unable to extricate himself (from wherever he fell). And probably is still there.'

Agents continued digging yesterday, and Himmelsbach said he didn't know how long they would continue.

There was no trace at the site of the legendary extortionist nor of his sparachute, and Himmelsbach indicated he didn't expect to find such evidence there.

The ransom money was given to *Cooper at Seattle - Tacoma International Airport after he threatened to blow up the 727 trijet while on a flight from Portland. At Sea . Tac, he allowed all the passengers and all but four members of the crew to leave, demanded and received the \$200,000 and four parachutes, and had the plane depart for Reno, Nev.

The skyjacker bailed out over Southwest Washington.

Sunday's find was particularly satisfying for Himmelsbach, who on Feb. 29 is scheduled to retire from the FBI safter a career of nearly 29 years more than eight of which were spent trying to solve the Cooper caper. The discovery of the money was the first a solid break in the case.

''It doesn't increase mý (retirement) annuity any, but it does make me happy," Himmelsbach said.

ite page, name of paper, city and state.)

p.Al Post-Intelligencer Seattle, Wa.

2/14/80 Edition: Final

NORJAK Title:

Character:

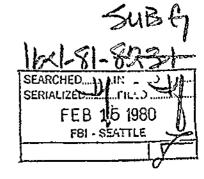
Classification:

164-81

Submitting Office: Seattle

SUBS: B, E, E, F, TM

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DB Cooper 2/8/9

FBI/00J

SUBS: BIEG, M.

(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state.) p. Al Post-Intelligencer Scattle, Wa.

Date: 2/13/80 Edition: Final

Title: NORJAK

Character:

164-81

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Classification:

Submitting Office: Seattle

Himmelsbach said the find reduced to "less than 50 - 50" the odds ithat Cooper is still alive.

The money was found Sunday by an 8-year-old Vancouver boy, Brian Ingram, and his 5-year-old cousin, Denise, as they were digging in the sand with sticks along the river bank

during a family outing.
"This clue is the first we've had since the night of the occurrence,' said Bill Baker, assistant special agent in charge of the Portland office, which the Ingram family contacted on Monday.

The money was found about 25 miles southwest of the area where the FBI had thought it most likely Cooper landed after he parachuted from the jetliner into a freezing rainstorm on Nov. 24, 1971.

The hijacker, who had used the name "Dan Cooper" to buy his airline ticket, boarded the jet in Portland, threatened to blow it up with what he claimed was a bomb in his briefcase, fthen forced it to land in Seattle to col-

lect the ransom.

Cooper allowed 36 passengers aboard the flight to leave, then ordered the crew of four to fly it to Reno after \$200,000 in marked bills and four parachutes demanded by the hijacker were brought on board.

As the southbound airliner passed over Southwest Washington, the hijacker - wearing only a business suit and street shoes - parachuted

through a rear stairwell door.

As "Dan Cooper" became a legend, the name "D.B. Cooper" — as an FBI agent had initially identified him -

became the name that stuck.

The FBI said his chances of survival were slim because he was lightly dressed for jumping into a howling wind and a freezing rain in a? parachute not likely to work.

Agents have theorized that his remains are at the bottom of Lake.
Merwin, its forest of winder after
snags entangling his parachure of his

FBL SEATTLE

Kids Dig Iijack Cash

By Neil Modic

More than eight years after D.B. Cooper parachuted into rainy darkness from a hijacked airliner, part of . his \$200,000 loot was found buried in a river bank near Vancouver, Wash., the FBI announced yesterday.

Badly weathered and apparently washed ashore from the Columbia River, the stacks of \$20 bills say nothing encouraging about the fate of the

legendary hijacker.

"It can tell you a number of things either he dropped the money or he's dead," commented John D. Pringle, assistant special agent in charge of the FBI office in Seattle. "We can't tell at this point."

For Ralph Himmelsbach of Port-land, the FBI agent in charge of the investigation since it began, the dis-covery reinforces his opinion that Cooper died after he parachuted from a Northwest Orient 727 trijet on Thanksgiving Eve, 1971.



BRIAN INGRAM The money in the sand

(Mount Clipping in Space Below)

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spaper, city and state.) p.F19
Seattle Times

Seattle, Va. Date: 2/20/80

Edition: A.M.

Title:

Character:

164-81

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Classification:

Submitting Office: Seattle

VANCOUVER, Wash. — (AP) — Brian Ingram, the 8-year-old who uncovered some of D.B. Cooper's hijack loot, will get to keep one of the frayed \$20 bills as a souvenir.

Boy who found

hijack loot gets

bill as souvenir

The Federal Bureau of Investigation also gave the Vancouver' boy a certificate praising him for his discovery.

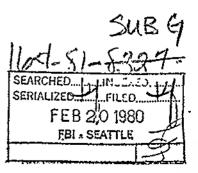
Brian was helping his father, 'Harold, build a fire on a Columbia. River beach February 10 when heluncovered three bundles of weathered \$20 bills. The bills were the

first evidence uncovered in the case since Cooper hijacked the jetliner in 1971.

SUBS; B, M, E, G

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DB Cooper 2/884

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(Indicate page, name of oper, city and state.) p. B3

Daily News Longview, Wa.

Date: 2/13/80 Edition: Final

(Mount Clipping in Space Below)

Title: NORJAK

Character:

Classification: 164-81

Submitting Office: Seattle

By Thomas Ryll Vancouver Columbian

VANCOUVER, Wash. (AP) - It started as a Sunday: spicnic on a chilly river beach for a Vancouver, Wash.,3 family and became a new chapter in the legend of D.B. Cooper.

With one sweep of his arm, 8-year-old Brian Ingram discovered Sunday what thousands of searchers failed to find - a bundle of \$20 bills, now deteriorated, demanded by the infamous, parachuting skyjacker in 1971.

Tuesday night in an interview with the Vancouver Columbian, Brian, his father, H. Dwayne, and his mother, Patricia, recounted the events of a casual outing that unearthed what one official called the "most important discovery" in the 81/2-year-old case. At the same time, the elder Ingram described finding several thousand dollars of soggy cash as "heartbreaking" without a penny of reward money in sight.

The family and two relatives were walking along the Columbia River near a sand company about 3:30 p.m. Sunday. They decided to gather wood for a fire to take 1: called the Portland FBI office Monday evening, reading the chill off the 40-degree temperature.

"I gathered an armload of firewood," said Ingram, 28, ja painter for U-Cart Manufacturing, a Vancouver firm. "He (Brian) was doing his part, happy and enthusiastic. I was about ready to set the wood down and he said, 'Wait a minute, Daddy.'''

Brian, a second-grader at Hough Elementary School, knelt beneath his father to smooth a spot for the fire. He swept the river sand only once, uncovering three worn bundles of \$20 bills.

"I seen that money, I thought 'Wow!" recalled the slender, towheaded youngster, who said it was the first money he ever found. "I went over to my parents and they thought it was counterfeit.'

Unknown to them, Brian had uncovered part of a \$200,000 ransom handed over to a man calling himself Dan Cooper on Nov. 24, 1971. Cooper demanded the cash as ransom and hijacked a Northwest Airline Boeing 727 jet in Scattle.

As the plane flew south to Reno, Nev., Cooper bailed iout from the jet's rear-stairway with the bundled money wrapped in a parachute and tied to his body.

Authorities believe he jumped over southwests mind, I've waited five years to see this movie (The Excrement) Washington.

The Ingrams, who moved here from Oklahoma less than a year ago, said they were aware of the D.B. Cooper saga but did not connect it to their find.

Neither did the buried treasure put a damper on the afternoon activities. "We had a picnic," said Ingram. "We forgot about the money and had a great time."

Back home about 5:30 p.m. Sunday, the bills, erroded into lozenge-shaped piles, were placed unceremoniously atop a kitchen cabinet to dry.

"I was thinking about decoupaging them and putting them on a board," said Mrs. Ingram, 26.

"I thought it might have been mob money or lost money. I just didn't know what to think, but it was just money that looked useless to me."

Monday, during his 10 a.m. coffee break, Ingram called a local bank to see whether the battered bills could be exchanged for new ones. A bank employee told him it could be done if the serial numbers were intact, but added a check would be made of the numbers.

Ingram said he brooded on that the rest of the day and several serial numbers to an agent.

When Ingram called back 30 minutes later, "they said " they'd like to talk to me."

It was not until Tuesday morning that he learned the money was part of the Cooper caper.

Tuesday evening, the couple watched themselves on national television. By then, they had grown weary of the day's hectic activities and exuded disappointment in learning that apparently no reward awaits their hones-

"It's just heartbreaking that nothing may come of this," Ingram said.

"I went from a rich man to a poor man without hardly making a move."

Supporting a family of four and making the \$200 a month rent payment for their ragged westside home is tough at times, Ingram said, adding "If all this fame came with a little fortune, I would talk to everyone in the world about this story."

. He abruptly ended the interview minutes later, turnng his eyes to the television set, saying, "If you don't!" |

cist) on television."

#5 JE

FEB 1)9 1980

D8 Cooper-27891

b6 b7C

WASHINGTON-A young Vancouver, Wash., family on an outing have believed that Cooper died in his along the Columbia River last Sunday plunge from the Boeing 727 because suddenly stumbled across 12 stacks of the was wearing only a business suit moldering money—part of the \$200,—and street shoes when he jumped into 000 that the notorious airline hijacker a howling wind and freezing rain in "D. B. Cooper" made off with more an unreliable parachute. It has been than eight years ago, the FBI said estimated that he hit the ground at a

Tuesday. speed of 50 to 70 m.p.h.

With the bills now having been! The saga began when "Cooper" traced definitely to the Cooper loot, boarded the jetliner in Portland for an 30 agents from the Portland and evening flight to Seattle. Once air-Seattle FBI offices have begun an ex- borne, he demanded that the airline tensive search of the area for more of have \$200,000 in \$20 bills and three the money—and possibly for some parachutes on hand when the plane sign of Cooper or, more likely, his re-landed in Seattle. He threatened to mains.

The money—"several thousand were not met. dollars," according to one official was found in Washington about five miles northwest of the Interstate 5 bridge that spans the Columbia and parachutes and money. However, the separates Washington from Oregon, FBI said Tuesday that the serial FBI agent William M. Baker told a numbers of the bills had been recordnews conference in Portland.

Discovery of the money by Harold Dwayne Ingram, 27, his wife, Patricia, passengers to leave the plane in Seat-26, and their sons, 8 and 3, marked the latest twist in the bizarre saga of line plane to be low altitude and to the now-legendary Cooper, who pa- if y at a relatively low altitude rachuted from a Northwest Airlines open the plane's rear stairway. jetliner on Thanksgiving Eve, 1971, never to be seen or heard from again. on the plane's intercom when they When found by the Ingrams, the were over the Washington-Oregon composing rubber bands, the FBI jumped, using the least reliable parasaid. But there was "no trace of D. B. chute.

sprang up around D. B. Cooper, a the Ingrams' older son, Brian. The name that never has been traced to bills were partly buried in sand that its origins its origins.

A private club was named in his build a fire. nonor, D. B. Cooper T-shirts were "Here's some more wood for the manufactured, bumper stickers were fire Daddy." the father recalled his run off and anniversary parties were son as saying.

Baker said in Portland that whether Cooper got away with the cost of the money was an open question.

Law enforcement authorities long

blow up the plane if his demands

·The airline complied, providing the

Cooper permitted the airliner's 36 the plane to Reno and told the pilot to

Crew members last heard his voice stacks of \$20 bills were bound by de-border. They said they believe he

Cooper," according to the agency. The decomposed money was found. Shortly after the hijacking, a cult .17 to 20 miles from the jump site by The decomposed money was found the Ingrams were scooping out to

(Indicate page, name of newspaper, city and state.) LOU ANGELES TIMES LOS ARGULLS, CA Date: 2/13/80 Edition: Wednesday Final

Title: PART OF D.B. CCGPER LCGT FOURD Character: OF Classif :164-497

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ago as part of the \$200, lends credence to the FBI theory 000 paid to airline hijacker "D.B. that Cooper died in the hijacking Cooper," have been found on a attempt. Columbia River beach near here,

the FBI announced yesterday. Patricia, 26, and their two sons, ings for cash have been carried out were picnicking on what is known since the Cooper escapade. as Tena's Bar last Sunday when their older son, discovered the certain how much money was in money.

Eight-year-old Brian Ingram was to "several thousand dollars." helping his father gather firewood. The money has been sent to the and had scooped out sand for a FBI laboratory in Washington, fire. As his father was about to D.C., and Baker hopes the lab will drop an armload of wood, young be able to pick fingerprints off the Ingram said, "Wait a minute, bills, which could lead to the Daddy."

Recalling his find yesterday, "That would Brian said, "I seen that money, I break." He said. thought, wow.

But his parents remained calm, the son recalled. They thought it was counterfeit." 🚲

The tattered and worn bills young Ingram found were the first to be recovered by law enforcement agencies since Nov. 24, 1971, when a passenger hijacked a Northwest Airlines Boeing 727.

The man, identified on the flight list as Dan Cooper, parachuted out of the airliner somewhere over southwestern Washington.

The serial numbers on the bilis discovered by young Ingram matched those on the money given Cooper by the FBI in 1971...

ANCOUVER, Wash. — William M. Baker, assistant agent Twelve packets of \$20 in charge of the Portland FBI bills, used eight years office, said discovery of the money

Cooper's extortion effort was the first time a jet had been hijacked Harold D. Ingram, 27, his wife, for ransom. A number of hijack-

Baker said the FBI could not be the packets, but said it amounted

That would be a hell of a

(Indicate page, name of newspaper, city and state.)

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LOS ANGULES, CA

2/13/80 Date:

Edition: Wednesday. Latest

Title: D.B. AND THE MONE

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SUBS: B; J, G, E, M

DB Cooper 2/895

INDEXED SERIALIZED: FILED. 9 1980

HITEKED.... CEACCHEO SERIALITED FEB 1 3 1980 FBI - LOS ANGELES

FB1/003

ORTLAND, Ore. mystery surrounding D.B. Cooper's skyjacking and disappearance eight years ago has been rekindled by a Vancouver, Wash., family's inadvertent discovery of worn packets of \$20 bills on the Columbia River shoreline - part of Cooper's \$200,-000 ransom.

The saga which changed the nature of airline piracy began on Thanksgiving Day, 1971, when Cooper boarded Northwest Airlines flight 305 for a flight from Portland to Seattle. Once aboard. he handed a crew member a note, saying he was carrying a bomb in a satchel and wanted \$200,000 in unmarked \$20 bills.

When the jetliner landed at the Seattle-Tacoma International Airport that evening, authorities had arranged the cash and had also obtained four parachutes, as in- . structed by Cooper.

Cooper then allowed the flight's 38 passengers and all crew members but two pilots and one stewardess to disembark. He then ordered the aircraft to take off for Reno, Nev.

'At one point in that flight, the crew felt a fluctuation in cabin pressure, which suggested the jetliner's rear cabin door had opened.

(Indicate page, name of newspaper, city and state.)

HERALD EXAMINER LOU ANGLIEU, CA

2/13/80 Dote:

Edition: Wednesda; Latest

Title: MYSTERY REMAINS

IN CAGA OF D.B.

Character: COOFER

VEAC

Classifi Submitting Office An eles

:164-497

b7C

SUBS B; 869; E; G; M

DB Cooper-27901

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	HALIZE T	9 1980	-	/003
	ru; —	SLATILE 1		

. 94/

Seattle Times
Seattle, Wa.

Date: 2/13/80

Edition: Final

Title:

Character:

or

Classification:

Submitting Office: Seattle

Agent 'explains' '- 'peachtront deposit

PORTLAND (UPI) — Ralph Himmelsbach, the Federal Bureau of Investigation agent who has headed the D.B. Cooper case since the 1971 hijacking, outlines this "possible scenario" to explain how some of the Cooper money washed up on the beach west of Vancouver:

"Probably the money (in the bag) came down close to the bank of a stream. When the water got high enough it washed downstream, bumping along the bottom. The bag fmally degraded.

"Perhaps it could have burst on impact, but that is not likely. We think finally, tumbling down the river bottom, it broke open and the money was carried on, wearling off little bits and pieces around the edges, grinding it down like it, had been ground with sandpaper or a file, leaving the center cortion."

BUBS B; (1) M

\$

F8I/DOJ

Undicate page, name of newspaper, city and state.) D.AL. Seattle Times Seattle, Wa.

Date: 2/12/80 Edition: Final

Title:

Character:

Classification: 164-81 Submitting Office: Scattle

Compiled from news services

WASHINGTON - The Federal Bureau of Investigation has found about \$4,000 of the money that they tegendary hijacker, D.B. Cooper, carried with him when he parachuted from a commercial jet over Southwest Washington in -1971, a bureau spokesman said Tuesday.

The spokesman, who asked not to be named, said a family wandering along the banks of the Columbia River north of Portland, Ore., found a packet of money this week.

J. Held together by a rubber band? the packet of \$20 bills was so badly deteriorated the F.B.I. could not make an exact count of the amount, the spokesman said.

Despite the deterioration, the spokesman said the F.B.I. was able to identify the money as part of the \$200,000 ransom given to Cooper in Seattle nine years ago. When the money was given to the, hijacker, the F.B.I. kept records of the serial numbers.

The packet was found 20 miles downstream from the point where! Cooper is believed to have bailed

the spokesman said.

He added that with floods along years the packet had been carried some distance.

The Portland and Seattle offices of the F.B.I. were conducting a search in the area, but the spokesman said it was unlikely that discovery of the money packet would aid in the search for Cooper, the only parachute-ransom hijacker in United States history who has not been apprehended.

Cooper boarded a Northwest

flight in Portland on Thanksgiving, Eve, 1971, using the name Dan Cooper, Before the plane reached Seattle, Cooper threatened to explode a "bomb" in his brief case if he were not given \$200,000 in \$20 bills and four parachutes and flown to Reno, Nev.

The plane circled Seattle for 21/2 hours while authorities gathered , the parachutes and money.

plane took off for Reno. The pilot absentia.

out of the Northwest Kirlines 727, was ordered to fly as slowly as the spectromen sold 'possible.

Somewhere over Southwest he river it was likely that in nine . Washington, the hijacker, the money and one of the parachutes disappeared out of the plane's rear exit, opened in flight. The approximate place of departure was guessed at from cabin-pressure readings on the flight recorder.

The flight recorder and crew testimony indicated Cooper had jumped near the little town of Ariel. Cowlitz County, about 30 miles north of Portland, a densely wood; ed area in the foothills of the Cast

cade Mountains.

Despite intensive searches of the area, the only item connected with the hijacking ever found was a rear door from the 727.

Nothing ever was seen of Cooper or the \$200,000.

The F.B.I. has said since shortly

after the hijacking it believed Cooper probably was killed when he landed.

The passengers and two of the a In 1977, just to make sure the hi-fi three stewardesses were allowed; jacker didn't escape prosecution to leave the plane. The money and via the statute of limitations, he parachutes were loaded and the I was indicted on federal charges in v

FDI/QOJ

Airtel

SUB G; M

2/13/80

то:	DIRECTOR, FBI (164-2111) ATTN: FBI LABORATORY, DOCUMENT SECTION, SA & IDENTIFICATION DIVISION, LATENT FINGERPRINT SECTION
FROM: B	SAC, PORTLAND (164-41)(P)
norjak	
-	Re Portland teletype to FBIHQ, attention
	Forwarded under separate cover to the Bureau are 12

Forwarded under separate cover to the Bureau are 12 plastic packets, each containing an unknown quantity of U. S. currency in a deteriorating condition.

REQUEST OF THE FBI LABORATORY, DOCUMENT SECTION

Separate currency to determine exact amount contained therein.

Examine soil residue co-mingled with currency, to determine soil type, to assist in determining possible other location where currency may have been besides sandy beach area.

REQUEST OF THE IDENTIFICATION DIVISION, LATENT FINGERPRINT SECTION

Examine currency for any latent fingerprints contained thereon.

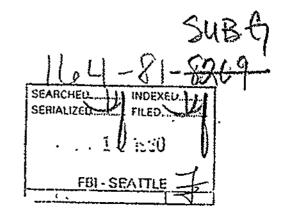
4-Bureau (Enc.12)

(1 Package) (Federal Express)

1-Seattle (164-81)

2-Portland

JFH:djl (7)



DB Cooper-27907

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ь6 ь7с xx

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SUB GIN

XX

FEBRUARY 13, 1980

FM PORTLAND (164-41) P

TO DIRECTOR ROUTINE

BT

UNCLAS

ATTN.: FBI LABORATORY, DOCUMENT SECTION, SA

NORJAK; OO: SEATTLE.

RE PORTLAND TELETYPE TO FBIHQ, ATTENTION:

DATED FEBRUARY 12, 1980.

BEING FORWARDED TO FBIHQ BY FEDERAL EXPRESS IS A PACKAGE CONTAINING EVIDENCE TO BE EXAMINED BY THE LABORATORY DIVISION AND THE IDENTIFICATION DIVISION. THE BILL OF LADING NUMBER IS L-0,683,547.

PACKAGE IS TO ARRIVE AT FBIHQ AROUND NOON ON FEBRUARY 14, 1980.

AM COPY BEING FORWARDED TO SEATTLE.

 \mathbf{BT}

DB Cooper-27908

Seattle (164-81) (AM)

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PDO ØØ4 1:432319 OO SE LA SF SD SC DN LV SU MP DE PD

0 12230(Z FEB 80

FM PORTLAND (164-41) P
TO SEATTLE (164-81) IMMEDIATE

LOS ANGELES INCEDIATE

SAN FRANCISCO IMMEDIATE

SACPAMENTO IMMEDIATE

SAN DIEGO IMMEDIATE

BT

UNCLAS

NORJAK: 00:SEATTLE.

FOR INFO RECEIVING OFFICES, AT 3:00 PM, PST, TODAY, FEBRUARY 12, 1985, PRESS CONFERENCE WILL BE HELD IN PORTLAND OFFICE WHICH WILL ANNOUNCE THE FOLLOWING:

ARHTUR G. BARGER, SPCIAL ACERT IN CHARGE OF THE FBI
FOR CREGON, HAS ANNOUNCED A DEVELOPMENT IN A CRIME WHICH
BEGAL ON THE NIGHT OF HOVEMBER 24, 1971, AT PORTLAND INTERHATICHAL AIRPORT, PORTLAND, ORCCOM, AND HAS BECOME WIDELY
KNOWN SINCE THAT TIME AS THE B. B. COOPER HIJACKING CASE.

ON THE NIGHT BEFORE THANKSCIVIDG, 1971, A MAN WHO GAVE

SUB E, g, C

DENVER IMMEDIATE

LAS VEGAS INMEDIATE

SALT LAKE CITY IMMEDIATE

MINREAPOLIS ISMEDIATE

IC GAVE

SUB (1

CONCRET ONDER

TRIALIZED FILED

FEB 1 2 1980

A - SHATTLE

DB Cooper 27909

PAGE TWO PD 164-41 UNCLAS THE NAME DAN COOPER BOUGHT A ONE-WAY TICKET ON NORTHWEST AIRLINES FLIGHT 305 FROM PORTLAND, OREGON, TO SEATTLE, VASHINGTON. UPON DEPARTING PORTLAND INTERNATIONAL AIRPORT, COOPLE NOTIFIED 'A STEWARDESS THAT HE WAS HIJACKING THE AIRCPAFT AND DISPLAYED TO HER WHAT HE SAID WAS A BOMB IN HIS BRIEFCASE. THE FLIGHT PROCEEDED TO SEATTLE, WHERE AFTER MAINTAINING A HOLDING PATTERN FOR SEVERAL HOURS, IT WAS PERMITTED TO LAND AND REFUEL. \$200,000 AND FOUR PARACHUTES DEMANDED BY THE HIJACKER JERE BROUGHT ON BOARD, HE RELEASED ALL OF THE PASSENGERS AND ALL BUT FOUR MEMBERS OF THE CREW. THE FLIGHT THEN TOOK OFF AND PROCZEDED SOUTH THROUGH WASHINGTON TO LET PPRO. NEVADA. THE HIJACKER INSTRUCTED. THAT THE FLAPS AND GRANT WAIN LOVERED AND THE WEAR STAIN LOOK AS THE AIRCRAFT PAISED OVER LACENTER, VASHINGTON, CAJIN PRESSURE FLUCTUATION WAS OBSERVED, WHICH WAS LATER DITERMINED TO INDICATE HIS DEPARTURE FROM THE AIRCRAFT THROUGH THE REAP STAIRVELL DOOR. SINCE THAT TIME NO TRACE OF THE HIJACKER, THE PARACHUTES, OR THE MONEY HAS BEEN FOUND UNTIL SUNDAY, FRANCE IY 10, 1980.

ON THAT DATE WHILE ON AN OUTING

DB Cooper 2/910

PAGE-THREE PD 164-41 UNCLAS

WASHINGTON . DI SCOVERED A SUM OF MONEY PARTIALLY BURIED BY SAND IN THE NORTH RIVER BANK OF THE COLUMBIA RIVER, APPROXIMATELY FIVE MILES DOWN RIVER FROM THE U.S. INTERSTATE 5 BRIDGE CROSSING BETWEEN PORTLAND AND TO VANCOUVER. WASHINGTON: THE FBI AND AN EXAMINATION OF THE BADLY DECOMPOSED \$20 BILL'S REVEALS THAT THEY BEAR SERIAL NUMBERS IDENTICAL TO A PORTION OF THOSE GIVEN TO . THE HIJACKER. BECAUSE OF THE DECOMPOSED NATURE OF THE BILLS AN EXACT ESTIMATE OF THE RECOVERED MONEY IS NOT POSSIBLE PENJING A LACORATORY EXAMINATION, HOWEVER, IT APPEARS TO BE SEVERAL THOUSA'D DOLLARS. THE PACKAGING AND THE NUMBERED SEQUENCE INDICATE THAT THE BILLS HAVE NOT BEEN SEPARATED AND ARE IN MUCH THE SAME ORDER AS WHEN GIVEN TO THE HIJACKER. THE BILLS VILL BE SENT IMMEDIATELY TO THE FBI LABORATORY FOR ADDITIONAL EXAMINATION

IT APPEARS LOGICAL THAT THE PACKAGE OF BILLS COULD HAVE BEIN CARRIED DOWNSTREAM ON ONE OF THE WASHINGTON TRIBUTARIES OF THE COLUMBIA RIVER TO THE SITE WHERE THEY VERE FOUND.

SPECIAL AGENTS OF THE FBI FROM OREGON AND WASHINGTON HAVE SECURED THE AREA AND COMMENCED AN INTENSIVE SEARCH.

BI

UNITED STATES GOVERNME AT

UNITED STATES DEPARTMENT OF JUSTICE FEDERAL BUREAU OF INVESTIGATION

Memorandum

TO :	SAC, SEATTLE (164-81, Sub D)(P) DATE: 11/29/79
FROM :	Sa Sub D Sub D Sub G
subject	NORJAK OO: SEATTLE
	On November 12, 1979, Deputy, Cowlitz County Sheriff's Office, Kelso, Washington, advised by telephone that some loggers found an orange and white parachute under approximately two inches of decomposed leaves. He stated this parachute was found in the vicinity of Camp Kalama in the woods. He said, in addition, an empty plastic bottle of Visine was found nearby. The Deputy indicated that of the Sheriff's Office was in possession of the parachute and would have additional information.
	A review of pertinent serials in captioned file revealed that the two parachutes utilized by D. B. COOPER were not orange and white in color.
	On November 13, 1979, Sheriff LES NELSON, Cowlitz

(2 - Seattle (164-81, Sub D) JTG/jh (2)

SEARCHED INDEXED SERIALIZED FILED NOV 2 0 1979
FRI - SEATTLE



b7C

b7C

b6 b7C

11/16/78

TO : SAC, MINNEAPOLIS

FROM : SAC, SEATTLE (164-81) (P) SUB-E

SUBJECT: NORJAK (A)

00: SEATTLE

Re Seattle teletype to Minneapolis, 11/9/78 and Minneapolis telcall to Seattle, 11/12/78.

Enclosed for the Minneapolis Division is one polaroid photograph of the <u>decal</u> found near Castle Rock, Washington, as described in referenced teletype.

LEAD

MINNEAPOLIS At Minneapolis, Minnesota

Will advise the Seattle Division of the results of the display of the photograph to Northwest Orient Airlines.

ARMED AND DANGEROUS.

2 - Minneapolis (Enc. 1)

> Seattle

JŤG:set

(4) A135

Servicing Servic

DB Cooper 2/913

161-81-8+6+ 161-8+6+

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Sub &

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Old parachute wasn't from famed hijacker

Cowlitz County Sheriff Les Nelson says a parachute found in the Kalama River area last Wednesday was definitely not one used by D.B. Cooper in the skyjacking of a Northwest Orient Airlines jet on Nov. 24, 1971.

"We checked with the FBI Tuesday, and they say this is neither the type nor color of the chutes Cooper had," Nelson said.

The parachute turned over to the sheriff's office Monday had a small tag bearing the words "U.S. Air Force," he said, and appeared to be a drag chute.

It was discovered by a logger, Darrell G. Ray of 118 Red Row, Kelso, near the 6257 line off Kalama River Road.

The chute had been buried under vegetation, and appeared to have been in the woods for a long time, according to the sheriff's office.

Bill Williams, an FBI spokesman in Portland, said the chute is not. related to the skyjacking case, even though it was found in the general area where Cooper is believed to have left the plane.

The man using the name D. B. Cooper boarded the jet bound from Portland to Seattle on Thanksgiving eve 1971. During the flight he, threatened to blow up the plane with a bomb he claimed to have in a briefcase unless he was given ransom money.

After the aircraft landed in Seattle, he freed the passengers and was given \$200,000 cash and four parachutes. He ordered the plane to fly to Reno, but opened the rear airstair over Southwest Washington, and bailed out.

No trace has been found of the skyjæker, the ransom money or the parachutes.

Character:

Classification: 164-Submitting Office: SE

DB Cooper 2/914

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FD-36 (Rev	. 3-24-77)
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FBI

TRANSMIT VIA:	PRECEDENCE:	CLASSIFICATION:
🔯 Teletype 🕠	Immediate	TOP SECRET
Facsimile	Priority	☐ SECRET
	[X] Routine	☐ CONFIDENTIAL
•		<u> — Е</u> ГТО
		₹X CLEAR
•		Date 11/9/78

003

FM SEATTLE (164-81) (P)

MINNEAPOLIS ROUTINE

BT

UNCLAS

SUB-G

NORJAK (A), OO: SEATTLE.

ON NOVEMBER 8, 1978, COWLITZ COUNTY SHERIFF'S OFFICE, KELSO, WASHINGTON, PROVIDED A PHOTOGRAPH OF A PORTION OF A DECAT FOUND BY AN INDIVIDUAL APPROXIMATELY TWELVE MILES DUE EAST OF CASTLE ROCK, WASHINGTON, IN A REMOTE AREA. THIS DECAL, WHICH WAS MADE OF WHITE PLASTIC WITH DARK RED LETTERING, WAS TORN BUT READ "...URGENCY..IT HANDLE, AFT AIR STAIR, TO OPERATE, ACCESS DOOR, PULL ON RE..., DOE. LOCK WIRE WILL BRE....EGN HANDLE IS PULLED". AT THE BOTTOM WERE THE LETTERS AND NUMBERS BAC27DPA.

IN AN UNRELATED INCIDENT, APPROXIMATELY ONE MONTH AGO, ANOTHER INDIVIDUAL REPORTED A PARACHUTE IN A TREE. THE AREA WHERE THE PARACHUTE WAS REPORTED WAS WITHIN TWO TO THREE MILES OF THE.

ABOVE-DESCRIBED DETAIL. CONTACT WITH THE INDIVIDUAL'S WIFE

DB Cooper 27915

Ь6 b7С

JTG 1 (1

164-81-8163

09m/z

REPORT of the



FEDERAL BUREAU OF INVESTIGATION Washington. D. C. 20535

To: SAC, Albany (164-47)

January 21, 1976

From: Director, Federal Bureau of Investigation

WASHINGTON, 11/24/71;

FBI FILE NO.

b7C

YOUR NO.

LAB. NO.

00: Seattle

UNSUB, aka

Dan Cooper;

Reference Letter dated December 10, 1975

Re: NORTHWEST AIRLINES FLIGHT 350,

CAA - HIJACKING: EXTORTION

PORTLAND, OREGON, TO SEATTLE,

The material described below has been searched in the following file without effecting an identification: Anonymous Letter File

been added to this file for future reference. Copies have

The submitted material is temporarily retained.

MATERIAL SUBMITTED:

- 01 Envelope postmarked "LOS ANGELES M 18 NOV 1975" bearing hand printed address "Syracuse Police Department 511 So. State Street Syracuse, New York"
- Accompanying sheet of paper bearing hand printed letter beginning "To Whom it Concern, ..." and ending "...if you are wondering"

Remarks:

There were no watermarks, indented writing or other marks of value to aid in determining the source of Ql and Q2.

2 - Seattle

DB Cooper 2/91/

		· 📥	
FD-36 (Rev. 5-22-78)			
	FB	,I	
TRANSMIT VIA:	PRECEDENCE:	CLASSIFICATION:	_
Teletype		☐ TOP SECRET	·
Facsimile	Priority	□ SECRET	
AIRTEL	_ Routine	☐ CONFIDENTIAL	
	,	☐ UNCLASEFTO `	
•		UNCLAS	
		Date	
	·		7
то:	SAC, SEATTLE (164-81)		
	Menoral		
FROM: LA INC. 16:316	AC. SAN FRANCISCO (164-220) (RUC) (#10)	
	7.0, 01.11 7.11.10.10.10.00 (.	20. 220, (1.00, (1.20,	
SUBJECT: N	NORJAK (A)	SUB EI	
•	OO: SEATTLE		b6 b70
ĺ		4	
, i	Re Telcall from	to FBI, San Fran-	_
cisco, date	ed September 28, 1979	9.	
,	on September 28, 1979	9.	b6
, Sara	atoga, California, te	elephone number	
telephonica	ally contacted this	office and advised of the	•
10110MING	information.		
I		eptember 21 - 26, 1979,	
of the Tri	were	e deer hunting in the area tain Line, located in	
Northern Ca	alitornia, and disco	ver <u>ed a brow</u> n military	,
parachute a	amidst rugged terrain	n. questioned	
D.B.COOPER	. Tadvised t	y have been one used by hat he cut a small portion	b6
from the pa	arachute which presen	ntly is in his possesion.	b7t
	ated he is employed b California, busines	by ESL Inc., 495 Java Drive	е,
(408) 734-2	2244 , ext. \square , and	can be contacted at his	
office or	at his residence afte	er 5 p.m., should additions	al
information	n be needed.		
		to the discretion of the	
Office of	Origin.	•	.]
2 - Seattle	e '	•	SUB #
-1 - San Fra	ancisco		216
KLW/c1h (3)		16-1-0	1-01-01
		Sections	Д", "
l		Studing -	ThE 1979
		18	LATTE A
A payored.	The no will al	DB Cooper-27918	

DATE:	8/3/	79		
REPLY TO A	MSAC,	79 MINNEAPOLIS	(164-73)	(RUC)
SUBJECT:	NORJ.	AK SEATTLE	•	

SUB a, SUB FIT

то: SAC, SEATTLE (164-81)

Reference Seattle letter to Minneapolis dated 5/23/79.

Enclosed for Seattle are the original and two copies of an FD-302 reflecting interview with of Northwest Orient Airlines and an airplane decal which was enclosed in referenced letter for Minneapolis.

On 7/19/79, advised that the probability that this decal came from the same aircraft hijacked by COOPER is about ninety-nine per cent. He noted that there is a slight difference in the color of the lettering of the decals placed on the aircraft and that recovered. This, of course, could be accounted for by the weather conditions. The second thing noted by [is that the decal does not appear to be as worn as one would think after having been located in the out state area for the past eight years. He thought that a decal in this condition would have been handled by preditors more suggested that perhaps the than it appears. | Bureau could contact the manufacturer of the decal in order to determine if the decal could withstand the weathering conditions and still be in this condition.

ARMED AND DANGEROUS.

DB Cooper 2/919

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2- Seattle (Encs. -4) L. / 1 - Minneapolis JDH: kae

roli Savi

FBI — SEAT Savings Plan

AUG

18 1979

SEATTLE V OPTIONAL FORM NO. 10

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

1-336 (Rev. 4-28-78)



FEDERAL BUCIAN OF CIVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION IDENTIFICATION DIVISION

Your file no. FBI FILE NO. LATENT CASE NO. 164-73 (C)

June 28, 1979

ь6 ь7с

FO: SAC, Minneapolis

SUB G

_{RE:} NORJAK

REFERENCE:

EXAMINATION REQUESTED BY: Minneapolis
SPECIMENS: Two letters, Q5 and Q7
Envelope, Q6

The listed Q specimens are further described in a separate Laboratóry report.

The specimens were examined and six latent fingerprints of value for identification purposes were developed on Q5 and Q7.

The specimens are enclosed.

DB Cooper-27920

Enc. (3)

2 Seattle (164-81)

SERIALIZED FILED 1979

ъ6 ъ7с UNITED STATES GOVERNMENT

UNITED STATES DEPARTMENT OF JUSTICE FEDERAL BUREAU OF INVESTIGATION

Memorandum

TO

SAC, SEATTLE (164-81)(P)

DATE: 6/11/79

FROM

SA CHARLES S. DUKE

SUB-G

SUBJECT:

NORJAK (A) OO: SEATTLE

On 5/20/79, information was received from Seattle Police Department, Identification Section, indicating that no identifications could be made on the latent fingerprints previously furnished to them. The latent prints, previously furnished on 7/25/78, to the Seattle Police Department, were returned to the FBI.

In view of the above, no further investigation being conducted in this matter.

CSD:ecf (200)

SEARCHED. 1. INDEXED. SERIALIZED FILED.

JUN 11 1979

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b6

b7C



4



FEDERAL BUREAU OF INVESTIGATION Washington, D. C. 20535

To: SAC, Minneapolis (164-73)

June 7, 1979

From: Director, FBI

FBI FILE NO. 164-2111

LAB. NO.

90511012 D LL

NORJAK

Re: 00: Seattle

Drisp El

Examination requested by:

Minneapolis

Reference:

Airtel dated May 8, 1979

Examination requested:

Document - Fingerprint

Remarks:

Enclosures (2) (2 Lab report) Seattle (164-81) Enclosures (2) (2 Lab report)

DB Cooper-27922

4 <u>1</u> 1978

QO NOT INCLUDE ADMINISTRATIVE PAGE (8) INFORMATION IN INVESTIGATIVE REPORT

REPORT of the



FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

4.0		de Vi	mannaron, p. o	· 20 40 10 40 10		
To:	SAC, Min	neapolis	(164-73)	•	June 7,	1979
×	,	•	•	fbi file no.	164-2111	
Re:	NORJAK			LAB. NO.	90511012	D LL
				•		
				·		ь6 ь7с
Speci	imens received	Ma	y 10, 1979	•		
	Q55	Theater		letter beginnir Minnesota Dea		ricket I was
	Q56		1979" bearing	LOS ANGELES, CA the typewritte The Cricket	en addres:	PM s Minneapo
	Q57	Accompa	nying one-page	typewritten le Minneapolis, M ve that"	etter beg: Ninnesota	inning Dear
	Result o	of examina	tion:			b7C

Q55 through Q57 were not identified in the Anonymous Letter File. Representative copies of these specimens have been added to this file for future reference.

No watermarks, indented writing or other features were found on Q55 through Q57 which would be of value in determining the source of these specimens.

Page 1

SERRCHED WIE X-D WINGER SERIALIZED WIN 1 1 1978

FB1-SEATTLE

DB Cooper 27923

. The typewriting on Q55 through Q57 resembles a style of type manufactured by the Ransmayer-Rodrian Company of West Germany. This style of type may appear on typewriters under the brand names ABC, Adler as well as other brand names.

The submitted evidence was photographed and will be returned with the fingerprint report.

UNITED STATES GOVERNMENT

UNITED STATES DEPARTMENT OF JUSTICE FEDERAL BUREAU OF INVESTIGATION

Memorandum

TO : SAC, MINNEAPOLIS (164-73)

DATE: 5/23/79

FROM: SAC, SEATTLE (164-81) (P)

JUB 9

SUBJECT: NORJAK (A)

OO: SEATTLE

Enclosed for Minneapolis is an airplane decal provided by the Skamania County Sheriff's Office, Washington. This decal was found by a logger in North Skamania County on 5/2/79.

LEAD:

MINNEAPOLIS DIVISION

At Minneapolis, Minnesota

Will contact Northwest Orient Airlines to determine if the enclosed decal could have been from a 727 type aircraft, and returned the decal to Seattle, Washington.

ARMED AND DANGEROUS.

2- Minneapolis (164-73) (Enc. 1) 2- Seattle (164-81) GMS/jmp (4)

Scerched Serialized Indoxed

DB Cooper 27925

ь6 ь7с



or skyjack

See related story, Page 11. By COLUMBIAN STAFF, AP

An I'BI agent here said this morning that the piece of plastic decal found by a Kelso hunter last November could have dropped from any Boeing 727, not necessarily the one hijacker D.B. Cooper bailed out of Thanksgiving eve 1971.

John Gordon of the bureau's Vancouver office said, "There is no positive proof that the decal came from the Cooper plane."

An FBI spokesman in Seattle, speculated Thursday that the decal may have fallen off the Cooper plane when the craft was used for a reenactment of the hijacking six weeks after it occurred.

"We noticed the decal was missing after that, but not before," the

spokesman said.

A spokesman added that the placards, used to give emergency directions for the rear door on 727s, have been known to fall off under normal conditions.

Earlier this week Cowlitz County

.Sheriff Les Nelson disclosed the discovery of the decal last November by Carroll Hicks, a self-employed welder from Kelso who was elk hunting when he found the bit of debris.

"It's one in a million that any other plane could have lost it in the area in which D.B. Cooper jumped," Nelson

But while the 10-inch square decal has stirred wide interest. Gordon expressed doubt it would help solve the mystery behind the case.

"It's interesting, but I don't think it will help us find Cooper," he said of

the decal.

Gordon said the FBI has no plans to resume the search for Cooper and the \$200,000 that left the airplane with him.

Cowlitz County officials have indicated they do not plan to search for Cooper, either, but they did say they hope to encourage people to "keep their eyes open." when they are in the area the decal was found about 12 miles east of Kelso.

(Indicate page, name of newspaper, city and state.)
<u>p.l</u> Columbian Vancouver, Wa.
\ <u>-</u>
Date: 1/19/79 Edition: Final
Title:
Character: or 164-81 Classification: SHELLE Submitting Office: Seattle
CPY STAT TO LUREAU
b6 b70

UNITED STATES GOVERNMENT

UNITED STATES DEPARTMENT OF JUSTICE FEDERAL BUREAU OF INVESTIGATION

Memorandum

b6 b7С

TO

SAC, SEATTLE (164-81)(P)

DATE:

9/22/78

FROM

SA CHARLES S. DUKE

SUBJECT:

NORJAK (A) OO: SEATTLE

BUfile 164-2111

Mark; save

Re memo of SA CHARLES S. DUKE, dated 7/26/78.

This is to advise that the photographs of the 78 latents and one latent impression, received from the Bureau, were furnished to the Seattle Police Department Identification Section for processing through their computerized system.

On 9/18/78, _______, Seattle Police
Department, Identification Section, advised that there
were several prints that were sufficient in detail for
programming into their system but as yet, she has not
received the results. She noted that the dictating
Agent would be advised as soon as the prints were searched
through the file.

LEADS:

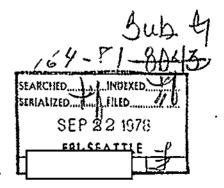
SEATTLE DIVISION

At Seattle, Washington

Maintain contact with the Seattle Police Department, Identification Section, for the results of the search of these impressions through their computerized file.



Many M



b6 b7C

b6

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DB Cooper 2/92/

b6

b7C

b6

ъ7С

7/26/78

menorandum

REPLY TO

DATE

SA CHARLES S. DUKE

SUBJECT:

NORJAK (A) OO: SEATTLE

BUfile 164-2111

TO:

SAC, SEATTLE (164-81 SUB G) (P)

RE: SUB G

EVIDENCE -

Re meme of SA

7/5/78.

1, 1)

Contact made with the Identification Staff at the King County Sheriff's Office revealed that no facility was available for searching a latent print through an established file of known criminals.

On 7/25/78, contact made with the Seattle Police Department, Seattle, Washington, determined that a computerized system is established at the Seattle Police Department whereby a latent print, containing sufficient detail, could be classified and compared with the impressions of known individuals in this file.

On this same date 7/25/78, the photographs of 78

latent prints and one latent impression were furnished to the

of the Seattle Police

Department for search in their computerized file. She stated that she would notify the agent as to when the search was completed.

LEADS:

SEATTLE DIVISION

At Seattle, Washington

Maintain contact with Seattle Police Department, Identification Section, for the results of a search in their file and thereafter obtain all photographs of latents previously furnished so that they may be furnished another agency for search of a similar file.

CSD/d1b, (2)

JUL 26 1978

FOIL SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan OFTIONAL PORT OF TOWN NO 10 GEN 7-761 GEN PMR 141 CFR 191-11 6

\$\tau\$. \$. \$\text{GPO} : 1077-0-241-530/3360



5010-112

DATE: 7/5/78

memorandum

REPLY TO ATTN OF: SA

b7C

SUBJECT:

NORJAK (A)

OO: SEATTLE

BUFILE 164-2111

TO: SAC, SEATTLE (164-81 SUB G) (P)

RE: SUB G EVIDENCE

The Bureau Identification Division recently forwarded to the Seattle Division approximately 70 photographs of partial latent prints obtained from the NORJAK aircraft shortly after the captioned crime.

LEADS:

SEATTLE DIVISION

Throughout the State of Washington, will contact local law enforcement agencies that have identification bureaus capable of processing latent prints and request that they process the appropriate latent prints through their system for identification purposes.

ARMED AND DANGEROUS

RNN:arm (3)

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JUL 5 1978

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DB Cooper 27929

FEDER BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

IDENTIFIC ATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO.

164-81 (P)

FBI FILE NO.

164-2111

LATENT CASE NO.

June 1, 1978

b6 ь7С

TO:

SAC, Seattle

JA (Exmans)

RE: NORJAK

REFERENCE: Airtel 5-16-78 EXAMINATION REQUESTED BY: Seattle

SPECIMENS:

Computer searches have previously been conducted with several of the latent fingerprints without effecting an identification. The computer searches were based on the fingerprint classification, finger sequence and available description of the unknown subject.

Photographs of seventy-eight unidentified latent fingerprints and one latent impression in this case are enclosed.

Enc. (51)

DB Cooper 2/930

Assistant Director, Identification Division

THE REPORT IS PURNISHED FOR OFFICIAL USE ONLY

164-81-29

FBI/DOJ

 -1)=36-(Rov. 3-24-77)	77.		1.
TRANSMIT VIA: Teletype Facsimile AIRTEL	PRECEDENCE: [] Immediate [] Priority [] Routine	CLASSIFICATION: TOP SECRET SECRET CONFIDENTIAL	
		□ EFTO □ CLEAR □ Date _ 5/16/78	· · ·
TA)	ECTOR, FBI (164-2 TN: LATENT FINGER , SEATTLE (164-81	PRINT SECTION)	,
SUBJECT: NOR	ejak (A) SEATTLE		Ay
Section, appr from the airc To date, Seat	oximately 80 part craft in which cap	of the Latent Fingerprint ial latent prints were obtioned hijacking took plathat these partials have system.	tained .ce.
	REQUEST OF	THE BUREAU	
If Section will:		e, the Latent Fingerprint	
purpose of se		ats in this case for the bugh the computer system	
full impressions v	on or any classif	ed to Seattle a copy of eariable impression. These Seattle to search them thrushington.	1
ARM	MED AND DANGEROUS		
2 - Bureau 3 - Seattle RNN: arm ;(5)			
**			3
**			Sut &
.1		164-81-	-7922

DB Cooper-27931

Approver:	Transmitted (Number) (Time)	Per	LOG/10°
	(Millist) (Time)		01/003

OPTIONAL FORM NO. S MAY 1962 EDITION GEA PPMR (41 CFF 101-11 united states g SAC, SEATTLE (164-81) DATE: 3/7/78 SAC; BUTTE (164-26) (RUC) **b**6 SUBJECT: NORJAK (A) ь7С 00: Seattle Bufile #164-2111 Re Seattle letter to Butte, 1/20/78. On 3/1/78, attempts to locate **b**6 , Montana, met with negative **b**7C his residence in results, as was currently in travel status. On 3/6/78, contact with b6 revealed that he had left NORTHWEST AIRLINES in 7/72, and that b7C it was company policy at that time to go through the files periodically every six months and destroy old files. b6 further advised b7C his job and his desk and that at the time he left, the folder with all the information on the captioned hijacking was kept in a large bookcase directly behind his desk in an open folder. stated he was returning to Minneapolis b6 in two or three weeks, at which time he would personally b7C go into NORTHWEST Headquarters and attempt to locate the notes which he had taken during the hijacking. | stated that he still recalled the chronological events which took place during the captioned hijacking and that if he was unable to locate the original notes he would be willing to sit down and give a statement as to the events which took place during the hijacking. is going to recontact the Billings b6 Office of the FBI upon his return from Minneapolis with b7C the results of his findings at NORTHWEST Headquarters. ARMED AND DANGEROUS. Seattle Serialized 🔑 Butte MAR DJ/hqb ₽6 Buy U.S. Savings Bonds Regularly on the Payroll Saving

TO

1010-106-02

DB Cooper-27932

DATE: 1/10/70 年的PMATCLES (104-73) (RIC)

SUBJECT: NORJAK (A) 00: SEAPPLE

b6 **b7C**

ъ6 ъ7С

TO: SAC, SEATTLE (164-81)

Re Butte airtel to Seattle, dated 10/13/77.

On 1/5/78, Northwest Airlines, advised that he is not aware of any notes concerning the chronology of the hijacking made by which are currently maintained at Northwest Airlines.

- Seattle (164-26) (Info) 1 - Minneapolis JDH/wrl (4)

EEDIALIZED G Buy U.S. Savings Bonds Regularly on the Payroll Savings-Pi

5010-112

FB1

Date:

11/26/76

Transmit the following in		22, 20, 10	' I	•
		(Type in plaintext or code)		
Via	AIRTEL	AIRMAIL (Precedence)		: f
-7			<u>1</u>	
	TO:	DIRECTOR, FBI (164-2111)		6
	FROM:	SAC, PORTLAND (164-41)(P)	Swh	6

SUBJECT: NORJAK

(00: Seattle)

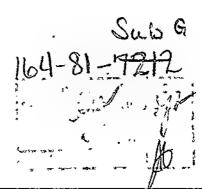
Re Portland teletype to Bureau, et al, 11/24/76.

Enclosed herewith for the Bureau and Seattle is one copy each of the indictment returned 11/24/76, by U. S. Grand Jury, Portland, Oregon, charging Unsub as JOHN DOE, aka DAN COOPER, with violations of Aircraft Piracy and Hobbs Act Statutes.

ARMED AND DANGEROUS

2 - Bureau (Enc. 1) (2) - Seattle (164-81)(Enc. 1) 2 - Portland

RPH:1bn (6)



pproved:	SentM	Per	•
Special Agent in Charge	4 5 7 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7		

IN THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF OREGON INITED STATES OF AMERICA, Plaintiff, ·CR 76 11 NDICTMENT 12 JOHN DOE, also known as 13 DAN COOPER, and more (49 U.S.C. §1301(15) and (34), \$1472(i) and 18 U.S.C. §1951) particularly described 14 below, 15 Defendant. . 16 THE GRAND JURY CHARGES: 17 COUNT I 18 On or about the 24th day of November, 1971, in the District 19 of Oregon, JOHN DOE, also known as DAN COOPER, a male Caucasian, age mid-Forties; height 5'10"-6'; weight 170-180 lbs.; physical build aver-21 age to well built; complexion olive, medium smooth; hair dark brown or 22 black, parted on left, combed back, of greasy appearance; sideburns at 23 low ear level; eyes brown or dark; voice low without particular accent 24 using an intelligent vocabulary; and a heavy smoker of cigarettes, 25 defendant, did knowingly commit and attempt to commit aircraft piracy 26 164-81-72+1 . "DB Cooper 2/935

PD0916 3362826

PP HC SE

DE PDØ12

P 250445 NOV 76

FR PORTLAND (164-41)(P)

TO DIEFCTOP (164-2111) PRIORITY

SEATTLE (164-81) PRIORITY

BT

CLEAR

WORJAK; OO: SFATTLE

FOR INFORMATION BUREAU AND SEATTLE, U. S. GRAND JULY, PORTLA"D, OREGON. RETURNED INDICTMENT APPROXIMATELY 5 P.M., NOVEMBER 24. 1976, CHARGING UNSUB AS "JOHN DOE, ALSO KNOWN AS DAM COOPER AND MORE PARTICULARLY DESCRIBED BELOW."

1. DICTMENT CHARGED TWO COUNTS, COUNT ONE BEING AIP PIPACY AND COUNT TWO BEING HOBBS ACT, EXTORTION. BOND FIXED AT \$500,000. WARRANT SEQUESTED BY AUSA

DISTRICT OF OREGON.

ARMED AND DANGEROUS.

BT

about 9:35 11/25 - 5.

Suc 6 5m 00

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b6 b70

DB Cooper-27938

Memorandum

	IVE OTTO) i coroccoure		
то	:	SAC, SEATTLE (164-81) (P)	DATE: 2/5/76	
FROM	:	SA		
SUBJEC	т:	NORJAK OO: SEATTLE BUfile 164-2111		b 5
		RE: SUB G - EVIDENCE SUB O - DAILY TE SUB GG - REPORTS	LETYPES;	ь6 ь7С
	cerning o	On 2/3/73, AUSA captioned case and he advise	was contacted con-	
	43-41		explained	
	that			
	ad	vised in the NORJAK matter,		
				,
		In addition to the above.	AUSA stated that	
	<u> </u>	stated that		
		ARMED AND DANGEROUS		
	RNN/jeb			5 6 7C
	(5)	·	164-81-6841	,,,,
	grb		JEARCHED	
	ŭ		SERIALIZED ATTILED A	
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í			FBI-SEATTLE	
	K5453			

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Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-27939

ь6 ь7с FEDER!

BUREAU OF INVESTIGATION Washington, D. C. 20537

REPORT

IDENTIFICATION DIVISION

•	LATENT FINGE	RPRINT SECTION	
Your file no. fbi file no. latent case no.	164-497 164-2111 A-45410	May 3, 1974	
TO: SAC, I	os Angeles	Similar	ъ6 ъ7С
re: NORJAK	•		
examination requested specimens: Fing	vested by: Los Angeles perprints and palm. Previously rep	prints orted unidentified latent not identical submitted	b6 b7C
finger Divisi	prints and palm pr Fingerprints on files and a tra- will be furnished	retained in Identification usoript of his identification	ь6 ъ7с
, m	Laboratory rep	•	27940
Enc. (2)- Se	ettle (164-81)	Sub-Sub-Sub-Sub-Sub-Sub-Sub-Sub-Sub-Sub-	,G 7

FBI -- SEATTLE

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		<i>M</i> ′	FBI				; } {
			Date:	1/31/74	4	٠	
smit the followi	ng in	• •	(Type in plainte	xt or code)	<u> </u>		
AIRTEL			, 1 , 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,		•		
			(F	riority)		1	
TO :	SAC,	SEATTLE	(164-81)				
FROM :	SĄC,	CHICAGO	(164-297) (P)				
SUBJECT:	NORJA						
	Re Se	eattle le	etter dated 12	/5/73.			
negative. and it ha the Schau	It : s been mburg	is noted n determi area fon	ce, Schaumburg that ined that she an extended	travels is not (quite	extensi return	vely, to
week of F	'ebrua:	ry, 19/4.	•	•			
<u>LEAD</u>		ry, 19/4.	•	•			
	:AGO			,	_		
LEAD . <u>CHIC</u>	AGO	CHAUMBURG		Will contion.	ntact [
LEAD . <u>CHIC</u>	AGO	CHAUMBURG	G. ILLINOIS. nced communica	tion,	ntact [
LEAD . <u>CHIC</u>	AGO AT So ted by	CHAUMBURG	G. ILLINOIS. nced communica	tion,	ntact [
LEAD CHIC as reques 2 - Seatt 1 - Chica JJS/dcp	AGO AT So ted by	CHAUMBURG	G, ILLINOIS.	tion,	ntact [,	4- 92	Sulf
LEAD CHIC as reques 2 - Seatt 1 - Chica	AGO AT So ted by	CHAUMBURG	G. ILLINOIS. nced communica	tion,	ntact SEARCI	ZEO U FI	Sul 6 - 6 00 DEXED LFD 1974
LEAD CHIC as reques 2 - Seatt 1 - Chica JJS/dcp	AGO AT So ted by	CHAUMBURG	G. ILLINOIS. nced communica	tion,	SEARCI	FEB 6	1974

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FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

To:	SAC,	Los	Angeles	(164-497)
-----	------	-----	---------	-----------

Date: April 19, 1974

Lab. No.

ScG 6-Sub Z FBI File No. 164-2111 ь6 ь7с

ь6 ь7с

From: Director, FBI

Re: NORJAK

00: Seattle

Examination requested by: Los Angeles, Las Vegas

Reference:

Airtels 3/27/74 & 4/5/74

Examination requested:

Microscopic Analyses - Fingerprint

Remarks:

It should be noted that the captioned crime was committed on November 24, 1971. Due to the amount of time that has passed since this date, the value of any further hair comparisons with the Q2 head hair clipping is very limited.

You are being advised of the result of the fingerprint examination and the disposition of the "Also Submitted" items by a separate report.

Specimen K7 is being returned to the Los Angeles field office as an enclosure to this report.

The "Resubmitted" glass microscope slide is being returned to the Las Vegas field office as an enclosure to their copy of this report.

Enclosures (3) (2 Lab report, K7)

2-SAC, Las Vegas (164-60) Enclosures (3) (2 Lab report, Q2

how Inicroscope slide)

2 SAC, Seattle (164-81) Enclosures (2) (2 Lab r

ADMINISTRATIVE PAGE

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FBI - atalitie

DB Cooper 27942

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FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 920535

To: SAC, Los Angelas	Date: April 19, 1974 FBI File No. 164-2111
NORJAK OO: Seattle Sub-5 Sub-7	Lab. No. 104-2111 b6 b7c
Specimens received 4/3/74 from SAC, Los Angeles 3/27/74 :	under cover of airtel dated
K7 Head hair sample from	· · · b6
Also Submitted: Finger and palm prin	ts of
Specimens received 4/11/74 from SAC, La airtel dated 4/5/74	s Vegas under cover of
Resubmitted from:	
One glass microscope slide containing	hairs from specimen Q2.
Result of examination:	
The head hair clipping of C found on Q2 is microscopically dissim in the K7 head hair sample from the head hair clipping could not be a as the K7 hairs.	ilar to the hairs present Accordingly 6

Sub G

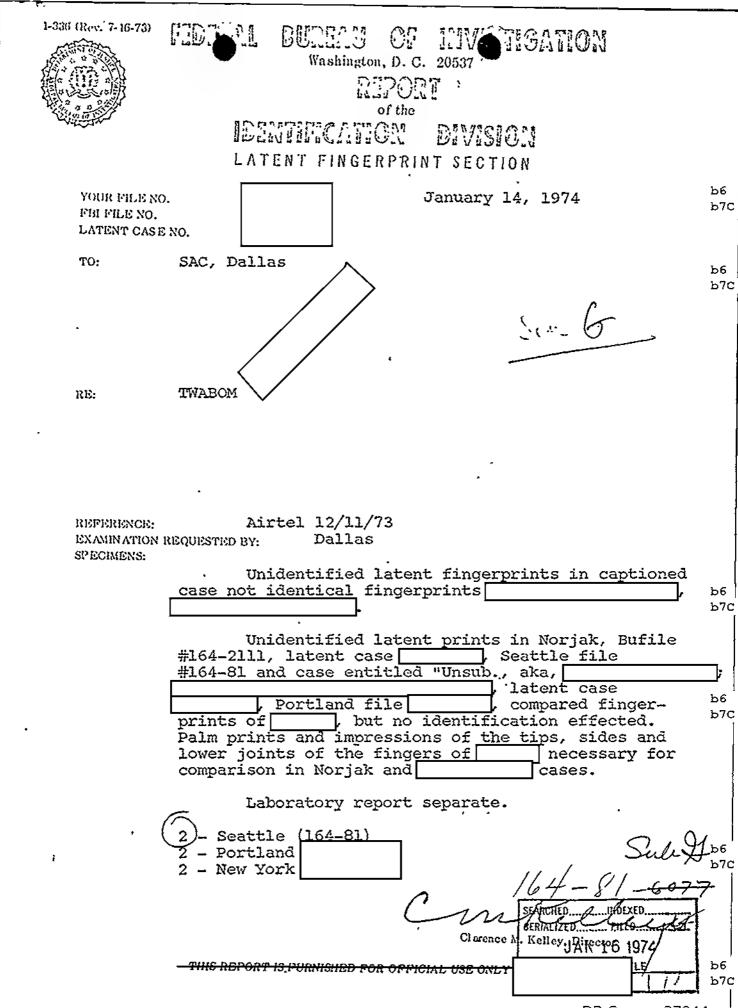
SEARCHED INDEXED

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APR 2 21974

FBI - SEAL U.E.

DB Cooper-27943



DB·Cooper-27944



'FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

			•
ro: SAC, Dallas		Date: January 3, 1974	ъ6 ъ7С
	•	SuB 6	
		- am "	
From: Director, FBI	,	*	
Re: TWABOM	•	FBI File No.	ъ7С
		Lab. No. D-73122001	li jb
•	•	ı •	
Examination requested by:	Dallas		∕ ъ6
Reference:	Airtel dated 12/11/73	6	₽ 7C
Examination requested:	Document - Fingerprint	. \	
Remarks:			
	•	\	
has Bufile in the attached	Portland file	ed in the attached report case mentioned Seattle file	ь6 ь7с
	- olvor o 1700 - marrol		
The will be handled	e results of the latent fingerp	rint comparisons requested	ኔ ና
,		,,,,,,,	ъ6 ъ7С
· As in connection w	stated in Laboratory report t	to Portland dated 11/30/72, ne lack of comparable	
writings preven	ited a definite opinion being r	cached as to whether any of	b3 b6
	ng on Q15 in case w		ъ7C
-	n or persons who prepared it h as the material submitted i		b7E
	it will be necessary to resub		
further compar	isons be desired.	2	
Enclosures (2) l - New York (1)- Seattle (1 <u>64</u> -	(2 Lab report) ————————————————————————————————————	eports .	bG
Y - Portland 3 - Dallas (164-		oclosures (FACECab 149891)	<u></u>
	ADMINISTRATIVE F	SERIALIZED EÑED SERIALIZED 1974	
·			b6 b7c
	· · · · · · · · · DB Coop		<u>~_</u> _



WASHINGTON, D.

	asidottitedioid by or	20000	
To: SAC, Dallas	·	Date: January 3, 19	74 b6
Re: TWABOM	•	Lab. No. D-731220011	nb .
		•	
•			•
xxxxxxxxxxRequest 1	200 irod 19/19/79		
AASAASAASAAIN EQUEST 1	eceived 12/19/13		•
		PWABOM case with material	
in material in	case and material in		i b6
. material m	, .	ase.	570
Result of examinati	on:		
It was d	letermined that the tv	pewriting, paper, and	i
		ence in the TWABOM	. 5
		paper, and envelopes	r
case.	stioned evidence subn	nitted in	b6
case.	•		· ъ7с
The ma	terial received in	case was	:
	ed with the material r	eceived in	ş
case with negative :	results. · · ·	•	, .

b6 ь7с

Lemorandum

TO

SAC, SEATTLE (164-81)

DATE: January 2, 1974

SAC, SAN FRANCISCO (164-220) (P)

SUBJECT:

NORJAK 00: Seattle

For the information of Seattle, U. S. Parachute Association, Monterey, California, has in the past advised although he does not intend to be uncooperative with the FBI in this investigation, his office staff is rather small and his own work schedule usually crowded and therefore, he would prefer checks of his records be limited to those suspects on whom he might provide worthwhile information.

If any suspect has not been eliminated through other investigation, and should Seattle desire other specific information not otherwise obtained but which might be available from the U. S. Parachute Association, will furnish same from his records.

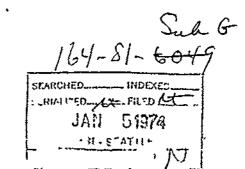
b6

b7C

b6

b7C

2 - San Francisco LLV:ert (4)



UNITED STATES GOVERNMENT -

Memorandum

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-	-
A STATE OF THE STA	
EROS	Ž.

SAC, SEATTLE (164-81)

DATE:

12 /5/73

SAC, PORTLAND (164-41)(P)

SUBJECT:

NORJAK

Enclosed herewith for Seattle is a parcel containing nylon cord.

For information of Seattle, "The Oregon Journal," Portland daily newspaper, has been publishing a series of articles concerning captioned matter. These articles have generated considerable public interest. As a result of this publicity, furnished . Clackamas, Oregon, telephone the following information:

During approximately October, 1973, went on a hike on Mt. Hood, approximately forty miles east of Portland, Oregon. Walking on an established trail, he spied a few pieces of what appeared to be nylon material in a small opening a short distance off the trail. He examined the material, which appeared to possibly be from a parachute. He cut off several pieces of the nylon cord and brought them home with him.

It is realized that this location is too far from the scene of the hijacker's jump to be logically related to this case. However, in view of the intense current public interest and the fact that his information first to "The Oregon Journal" which transmitted it to the Portland Office, it is felt further investigation should be conducted.

Recalling that the parachute rigger in this matter originally stated he would be able to identify any part of the missing parachutes, the enclosed material should be shown to him and definitely eliminated as being from the parachutes furnished the hijacker. In view of interest of the newspaper in resolution of any leads generated by them, it is requested results be furnished Portland.

- Seattle (Enc 1) 2 - Portland

RPH: kdd

SEARCHED. SERIALIZED DEC Col-SE-ATE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan DB Cooper-27948

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b6 b7C SAC, SEATTLE (164-81)

11/30/73

SAC, PORTLAND (164-41) (P)

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NORJAK

2-Portland

WSB:njm (4) 164-81-5075 1813 1873

DB Cooper 2/949

SAC, Scattle (164-81)

12/11/73

SAC, Portland (164-41)(P)

NORJAK

Being transmitted separately by Grayhound bus is a parachute recovered from the woods in the Gopher Canyon area north of Sheridan, Oregon.

LEAD:

SEATTLE

AT SEATTLE. Will display parachute to parachute rigger in effort to determine whether identical with parachute used by unsub.

3 Scattle
 (1 - Package)
1 Portland

RPH:lam (4)

SEARCHED INDEXED SERIALIZED FILED OF A 1973

ЪВ Соорег-27950

UNITED STATES GOVERNMENT

Memorandum

то	$\dot{\wedge}$	SAC,	SEA	PTLE	(16)	i-81)	
FROM		SAC,	ros	AMG	Cal	(164-497)	(P)
SUBJE	ori D	NOEJ.	AK Seat	ttle			

On 10/1/73,

located under the bush.

DATE: 10/2/73

ь6 ъ7с

ь6 ь7с

ь7С

Re Seattle report of SA CHARLES E. FARRELL dated 2/16/72, and Los Angeles tel call to Seattle 10/2/73.

	in Torrance, California who resides at
I	, Hawthorne, California, advised the Los Angeles
	Division as follows:
	· · · · · · · · · · · · · · · · · · ·
	On 9/26/73, he and
	in Northern California in an area in the Pulmas
	Forest about 20 miles from Honey Lake, California.
	had noticed a piece of orange material
	protruding from beneath a bush. Upon removing the material
	from beneath the bush they found it to be a portion of a
	parachute bound up with parts of a nylon cord line, so that
	it was about the size of a football. Other portions of the

made available a portion of the parachute which they had found, which he described as about one fifth of the parachute. Examination of this portion of the parachute revealed it to have white and orange panels. He also made available several short pieces of white nylon cord appearing to be cut up sections of shroud.

parachute as well as short pieces of nylon cord were also

A review of referenced Seattle report pages 223-230 reveals the two parachutes missing from the victim aircraft upon its arrival in Reno, Nevada, were described as white in color. Neither parachutes were described as having any orange panels.

Seattle 2 - Los Angeles

CRS/cjk

CONTRACTOR ASSESSMENT OF ASSES

OPTIONAL FORM NO. 10
MAY 1652 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

	IVIEITUIU	inaum			
то :	SAC, SEATTLE	(164-81)	D	ATE: 8/21/73	
FROM :	SAC, CHICAGO NORJAK CRIME ABOARD AIRCRAFT (00: SEATTLE			Sus H Sus G.	
	Nur	Minneapolis airte merous efforts to burg, Illinois, ha	locate anyone	at	ь6 ъ7с
	Resident Ages		y contacted the hat he is curre that maint would but wou	ently, who is a uld be at her September 1,	ъ6 ъ7с
	LEAD CHICAGO	of he was			^
	September $\frac{\Lambda T}{1}$	SCHAUMBURG, ILLII 1973, contact Ste d communication.		uring week of as requested	ъ6 ъ7с
	2-Seattle 1-Chicago			DB Cooper 27	953
	JJS/gr (3)		· \	Sub- Sub- SEARCHED	G 1
	,		ſ	AUG 2 3 1973	b6

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

FB1

m	it the following	g in(Type in plaintext or code)
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		(Priority)
_	<i></i>	S., LE
	TO:	SAC, SEATTLE (164-81)
	FROM:	SAC, ALEXANDRIA (164-72)(P)
		NORJAK
		SAC, SEATTLE (164-81) SAC, ALEXANDRIA (164-72)(P) NORJAK (00: SEATTLE) Sub-K
		ReSEairtel to Alexandria, 2/15/73.
	the foll	Transmitted under separate cover for Seattle are owing fourteen items:
		1) One copy of Seattle Sectional Aeronautical Chart on scale 1:500,000.
		2) One copy of U. S. Department of Interior Geologica Survey Index of Topographic Maps of Washington.
		3) Two copies each of fifteen-minute quadrangle maps (scale 1:62,500 or one inch equals approximately one mile) of the Pigeon Springs, La Center, Yacolt and Cougar areas of Washington.
		4) Two copies each of maps (scale of 1:250,000) of the Vancouver and Hoquiam area of Washington.
		The following investigation was conducted by SA on 2/27/73.
	Aeronaut Aeronaut	cical Information Division (FDAS-AI), U. S. Army cical Services Office, Building #2, Cameron Station,
	(4) Seattl	.e (Enc. 14)
	√ (1-Pac 2-Alexan	
	FL/krl	SERIALIZED SERIALIZED FILES
_	(6)	FBI-SLATILL.

DB Cooper-27954

AX 164-72

Alexandria, Virginia, advised flight crews normally carry sectional aeronautical charts on the scale of 1:500,000 and that larger charts on the scale of 1:250,000 are used only by training crews.

| stated his office only maintains the 1:500,000 scale charts and furnished one of the Seattle area which includes the area in question which is encircled in black magic marker pencil located by the coordinates of 122 degrees and 30 minutes longitude and 46 degrees and zero minutes latitude.

| stated additional charts of Seattle area on the scale of 1:500,000 as well as charts on the scale of 1:250,000 can be obtained at Post Headquarters, G-2, Fort Lewis Army Base, Tacoma, Washington.

Map Distribution District - Washington, Department of Interior, 1200 South Eads Street, Arlington, Virginia, furnished a copy of the U. S. Department of Interior Geological Survey Index of Topographic Maps of Washington. She advised the area in question is located in their Vancouver and Hoquiam, Washington, maps in the scale of 1:250,000. In addition, a larger scale of the area is contained in the fifteen-minute (scale 1:62,500 or one-inch equals approximately one mile) quadrangle maps of the Pigeon Springs, La Center, Yacolt, and Cougar, Washington, areas. I latter maps are the largest scale available except that the southern half of the La Center map can be obtained on a larger scale (seven and a half-minute maps of the Ridgefield and Battleground, Washington, areas on scale of 1:24,000 or one-inch equals 2,000 feet). furnished copies of the maps for the above-mentioned Pigeon Springs, La Center, Yacolt, Cougar, Vancouver, and Hoquiam, Washington, areas.

was very cooperative and apologized several times because some of the fifteen-minute quadrangle maps were dirty and soiled around the borders. This condition exists she stated because her office basically handles only the maps for the Eastern States (east of the Mississippi) and thus the few Western State maps on her shelves linger on the shelf and become dirty. She stated copies of the maps of the Western States are basically furnished by the Distribution Section, U. S. Geological Survey, Federal Center, Denver, Colorado.

- 2 -

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		Date: 2/15/73	
Trans	mit the following	(Type in plaintext or code)	
Via _	AIRTEL	AIRMAIL	
γ Iu _		(Priority)	
	TO:	SAC, ALEXANDRIA (164-72)	
	FROM:	SAC, ALEXANDRIA (164-72) SAC, SEATTLE (164-81) (P) Salf	
	SUBJECT:	NORJAK OO: SEATTLE	
	area is : and is lo	An attempt is being made to obtain larger scale the area it is thought UNSUB parachuted into. This in the southeast portion of the State of Washington ocated approximately halfway between Woodland, Washand Lake Merwin.	
		011 x 002 ddx	ь6 ь7С
	U. S. Ari be obtain	Air Force Base, made available an address for the my Aeronautical Service. advised maps could ned from this office of the area desired. The full address is United States Army Aeronautical Office, HQDA (FDAS-Al), Cameron Station, Alexandria, 22314, telephone Area Code 202/274-7773, Autovon 4-7773.	
		<u>LEADS</u>	
		IA DIVISION ndria, Virginia	
	up maps and Lake States D	Will contact appropriate personnel of the U.S. onautical Service Office and attempt to obtain blown of the area located between Woodland, Washington, Merwin. Note: This area is described in the United epartment of Interior Geological Survey under the g four names: Pidegon Springs, Cougar La Center, and	
	2 - Alexa 3 - Seat RNN: bgw	andria tle Boaronod Sub G W Serialized 164-8/47	
	Approved:	DB Cooper-27956	6
•		Special Agent in Charge U.S.Government Printing Office: 1972 - 455-574	

FD-36 (100v.	5-22-64)
7	

		·
		, FBJ
		Date: 2/8/73
.		· ·
Transmit	the following in	(Type in plaintext or code)
Vig	AIRTEL	
T14		(Priority)
i i	TO:	SAC, SEATTLE (164-81). Sub-F
	FROM:	SAC, ALEXANDRIA (164-72) (P)
		NORJAK Sub ? (00:SE)
	Pentagon, December, determine training of the contin	Re WFO letter to Alexandria, 11/20/72; and Seattle Alexandria, 2/5/73: Continuous investigation has been conducted at the Arlington, Virginia, during the months of 1972, and January, 1973, in an attempt to who would have authority to re-route military missions in visual aerial phtography flown within mental United States. To date no one has been no could positively state that this could be done.
	was contact this matter that the Secret	ted and he advised that he had made inquiry into er and stated that in the event Seattle wished to eary assistance in this matter than Seattle should ne Director to submit a letter of request to the essistant to the Secretary of Defense, Office of eary of Defense, Pentagon, Washington, D. C. 20301.
	be set for Department	of Justice is willing to observe the additional advised that he
	_	SEARCHED INDEXED SERIALIZED LIFTHED
,	2-Seattle 2-Alexand: KRF:mew	(be
	(4)	ASAC SAME

Special Agent in Charge

N.S.Government Printing Office: 1972 -- 455-574

1/5/73

AIRTEL

AIRMAIL

Sub- F Sub- F Sub- O

TO:

SAC, LOUISVILLE (164-71)

FROM:

SAC, SEATTLE (164~81) (P)

SUBJECT:

NORJAK

00: Seattle

Unknown subject, aka Dan Cooper, allegedly a heavy smoker of Raleigh filter-tip cigarettes. Search of plane involved in NORJAK conducted at Reno, Nevada, revealed eight Raleigh cigarette butts found near unsub's location. Unsub was on the plane eight hours under extremely tense and nervous conditions. A normal "two pack-a-day" smoker consumes 2.5 cigarettes per hour average. Unsub, under stress conditions, consumed 1 cigarette per hour average.

On the possibility that unsub may save Raleigh coupons and redeem them regularly, the following lead is set forth:

LEAD

LOUISVILLE

AT LOUISVILLE, KENTUCKY Will contact appropriate personnel of the Brown and Williamson Tobacco Company and obtain a list of Raleigh coupon redemption centers throughout the United States.

2. Louisville will thereafter forward this list to the Scattle Division.

2~ Louisville 2 - Seattle RNN:bfr

(4)

DB Cooper 27959

Sul-6 164-81-4279

AIRTEL

AIRMAIL

T0:

ACTING, DIRECTOR, FBI (164-2111) AND

SAC, NORFOLK (164-41)

FROM:

SAC, SEATTLE (164-81) (P)

SUBJECT: NORJAK

(00:SE)

The following background information is being provided to the Norfolk Division: Unsub had with him prior to the time he jumped the following:

- Parachute Back Pack
- Parachute Chest Pack
- Briefcase or attache case
- Dark overcoat
- A 4x12x14 paper bag
- A pair of dark slip-on shoes.
- Wrap around sunglasses with dark rims.
- 10,000 \$20 bills.

Since none of the above was found when the plane was searched at Reno, Unsub must have taken them with him, or discarded some of them prior to jumping.

The above-described attache case supposedly contained a bomb. It is believed Unsub threw this attache case from the plane prior to his jumping, because of the numerous other items he had to carry. 'If he did throw it prior to jumping, it would fall almost directly in the path of the aircraft. The 727 air stairs were lowered sometime after 7:42 p.m. and Unsub jumped prior to 8:15 p.m. on November 24, 1971. The plane covered a distance of approximately 87 miles during this time.

2-Bureau 2-Norfolk RNN/rmh

Bederace M

/6 4 - 8 / - 4/053 DB Cooper-27961

SE 164-81

die de

Fort Lewis, Washington, advised on August 22, 1972, that

Langley Air Force Base, Virginia, telephone

, would be able to provide expert information concerning the feasibility of using high resolution infrared or regular photographic equipment in a low flying aircraft to locate the attache case or any other of the above-described items Unsub may have discarded prior to jumping.

The items could possibly be lodged in thickly wooded, mountainous terrain. The search area would cover a strip of land approximately 87 miles long by one-half . mile wide. It has been suggested that infrared photography might possibly indicate non-living material, such as an attache case, in a darker shade than living material, thereby enabling the case to be found using infrared high resolution photography.

Since Unsub possibly discarded the attache case prior to jumping, he could not have buried or hidden it. The case would have dropped directly in the flight path of the plane and could possibly be visible from the air. The length of time Unsub would have to throw the case or any other item is limited to 33 minutes, and therefore the area covered is relatively small when compared to the entire flight path.

Since NORJAK is the only aircraft hijacking in which the subject has not been identified and apprehended nor the ransom money recovered, the following lead is being set forth as a method of possibly obtaining new evidence that might identify Unsub or indicate his whereabouts:

LEAD

NORFOLK

AT LANGLEY AIR FORCE BASE, VIRGINIA. Will expeditiously contact and determine from him the feasibility and cost of conducting the above-described photographic air search.

ARMED AND DANGEROUS.

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1-336 (Rev. 5-24-72) FEDER BUREAU OF INVESTMATION

Washington, D. C. 20537

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

164-497

YOUR FILE NO. FBI FILE NO.

164-2111

LATENT CASE NO.

A-45410

October 6, 1972

SAC. Los Angeles

Sul 6

NORJAK

RE-

Airtel 9-25-72

REFERENCE:

REFERENCE:
EXAMINATION REQUESTED BY:
SPECIMENS:
REFERENCE:
Angeles
ERVelope, Q49

SPECIMENS:

Two-hage letter, Q50 and Q51

Enclosed Q specimens further described separate Laboratory report.

One latent fingerprint of value developed Q50 and one latent fingerprint of value developed Q51. No latent prints of value developed Q49.

On basis of information furnished, no fingerprints located Identification Division flies for

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

Enc. (3)

2 - Seattle (164-81)

(Continued on next page)

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Acting Pirecia 2

FBI - SEATTLE

DB Cooper 27963

SAC, Los Angeles

October 6, 1972

Latent prints Q50 and Q61 compared previously reported latent prints this case, but no identification was effected.

Page 2 LC #A-45410



FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

To: SAC, Los Angeles (164-497)

Date: October 4, 1972

From: Director, FB1

Re: NORJAK;

00: § Seattle

FBI File No. 164-2111

Lab. No. D-720928050 LI

Examination requested by: Los Angeles

Reference:

Airtel 9/25/72

Examination requested:

Document - Fingerprint

Remarks:

The submitted evidence will be returned with the fingerprint report.

Enclosures (2) (2 Lab report)
(2) - Seattle Enclosures (2) (2 Lab report)

DO NOT INCLUDE ADMINISTRATIVE
PAGE(S) INFORMATION IN

INVESTIGATIVE REPORT

ADMINISTRATIVE PAGE

164-81-3972 1800-1972 00T.) 1972



REPORT of the





FEDERAL BUREAU OF INVESTIGATION WASHINGTON. D. C. 20535

To: SAC, Los Angeles (164-497)

Date: FBI File No. October 4, 1972

164-2111

Lab. No. D-720928050 LL

Sub-R Sub-X

b7C

NORJAK

Specimens received

9/28/72

Q49 Envelope bearing hand printed address "Los Angeles Times Times-Mirror Square Los Angeles, Calif."

Q50 Accompanying two-page hand printed letter, first page beginning "Dear Sirs, ______ Dead. "D. B. Cooper"...

Q51 Second page beginning "Everything I've said here is..." and signed

Result of examination:

It was not determined whether the questioned writing on Q49 through Q51 was prepared by any of the persons involved in the preparation of the questioned material previously received in this matter. Acconclusion could not be reached in this regard because of a lack of comparable writing and distortion in portions of the questioned material previously received; however, nothing of particular significance was noted in the limited comparison which could be conducted.

Q49 through Q51 were not identified in the Anonymous/ Letter File. Copies of these specimens have been added to this file for future reference.

No watermarks, indented writing, or other features were found on Q49 through Q51 which would be of value in determining the source of these specimens.

The submitted evidence was photographed and will be returned separately.

16 4 8/- 3 97/ | SI THOM: SOUTH OF THE PARTY OF THE PART



BUREAU OF INVESTIGATIO

Washington, D. C. 20537

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO.
FBI FILE NO.
LATENT CASE NO.
LATENT CASE NO.
A-45410

August 3, 1972

TO:

SAC, Seattle

Dub H.

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b6 b7С

RE: NORJAK

EXAMINATION REQUESTED BY: Bureau Brecimens:

SEARCRED INDEXED —

CA SERIANCED FILEY "

L. Patrick Cray, III, Acting Director 2

PICIAL USE ONLY

pins report is furnished for official use onl

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SAC, SEATTLE (164-81 SUB G)

7/26/72

SA CHARLES E. FARRELL

NORJAK

RE: FILM OF RANSOM MONEY

During the investigation of the story appearing in the "Seattle Flag" the microfilm of the ransom money was sent to the FBI Lab via pilot courier on Northwest Airlines flight 78 leaving Seattle at 9:15 a.m. on May 4, 1972 and was to be picked up on arrival at Dulles Airport at 5 p.m. by the Alexandria Office (See 164-81-3181 - daily summary).

The original communication to Alexandria is Seattle teletype dated May 4, 1972, serial 164-81-3076.

In view of the fact that the case against				
will be going to				
trial, the Bureau is not being requested at this time to				
return the film inasumch as certain exhibits might be				
requested of the Laboratory concerning the \$20. bills in				
the case.				
CEF:set				
(3)				

Sub S. -81-366 -81-366 -110-30 -01-3-0112 ь6 ь7с

DB Cooper 27968

DIRECTOR, FBI ATTENTION:

FBI LABORATORY

11/26/71

SAC, LAS VEGAS (164-60)(P)

UNKNOWN SUBJECT; NORTHWEST AIRLINES FLIGHT 305, PORTLAND TO SEATTLE, 11/24/71 CAA - HIGHJACKING; EXTORTION OO: Seattle

Enclosed for the Laboratory are eleven latents lifted from certain areas of the highjacked aircraft.

It is requested that these latents be examined to determine whether any of these have any value for identification purposes.

Advise Las Vegas, Seattle and Portland of the results,

recid by do SE L.V. letto do SE Ser. 3616

2-Bureau (Encs. 11) 1-Portland (Info)

1-Seattle (164-81) (Info)

1-Las Vegas WES:ffs

1120:11 (5) // 7/13/72

SAC, SEATTLE (164-81) (-P-)

NORJAK

Re Las Vegas letter to the Bureau dated 11/26/71 and report from the Identification Division dated 11/29/71, copies of which were furnished to Seattle and Portland.

The report from the Identification Division made reference to 11 transparent lifts apparently submitted to the Identification Division by Las Vegas letter of 11/26/71. This report indicated that the latent prints on the submitted lifts were of no value. If Seattle was furnished a copy of Las Vegas letter 11/26/71, submitting latents, we are unable to locate it at this time.

Las Vegas is therefore requested to submit to Seattle, three Xerox copies of Las Vegas letter dated 11/26/71.

2 -- Las Vegas (164-60)

2)- Seattle (164~81)

-cer:hib

lee/64-81.382

(4)

DB Cooper-27970

164-81-3600

NRØØI SE PLAIN 9:20AM URGENT 6/30/72 VAB TO ACTING DIRECTOR (164-2111) FROM SEATTLE (164-81 (P)

NORJAK. WEEKLY SUMMARY

5.1. 530 5.1. 330

REBULET TO SEATTLE JUNE TWENTYSEVEN LAST.

INVESTIGATION ALONG THE LINES SUGGESTED IN REBULET ARE BEING UNDERTAKEN IN AN EFFORT TO IDENTIFY SUBJECT.

THE BLACK SNAP ON TIE MENTIONED IN REBULET HAS BEEN EXAMINED BY THE LABORATORY AND THEIR LETTER OF MARCH EIGHT, SEVENTYTWO, SET FORTH THE RESULTS INDICATING THAT NO STAINS HAVING THE APPEARANCE OF BODY FLUIDS WERE FOUND EITHER ON THE TIE OR TIE CLIP. FURTHER. REPORT STATED THAT NO HAIRS OR FOREIGN TEXTILE FIBERS WERE FOUND ON EITHER. NO IDENTIFYING MARKS WERE FOUND ON THE TIE CLIP WHICH WOULD INDICATE EITHER THE OWNER OF THE MANUFACTURER OF THIS ITEM. IN VIEW OF THE ABOVE, THE TIE AND CLIP WILL NOT AGAIN BE FORWARDED TO THE LABORA --TORY, UACE .

END PAGE ONE

164-81-3572

PAGE TWO

THE UNITED STATES ATTORNEY'S OFFICE, SEATTLE, ADVISED	THAT AL-
THOUGH HE DID ANTICIPATE THAT AND	
WOULD ENTER A PLEA OF GUILTY, HE NOW IS OF THE IMPR	ESSION,
BASED ON THE ATTITUDE OF THE DEFENSE ATTORNEYS, THAT THEY	WILL GO
TO TRIAL. AN INFORMATION IS PRESENTLY BEING DRAWN CHARGIN	IG BOTH SUB-
JECTS.	
END	

LNG FBI WA CLR

ь6 ь7с SAC, SEATTLE (164-81)

6/30/72

SAC, ALEXANDRIA (164-72)(RUC)

NORJACK

(OO: SEATTLE)

Re Seattle teletype to Alexandria, 5/4/72.

Enclosed for Seattle is an executed receipt regarding the transmission of evidence of captioned case which was forwarded on 5/4/72 by pilot courier, Northwest Airlines Flight 78, to the FBI Laboratory.

2 - Seattle 1 - Alexandria BAM:pka (3) Ph 5 3076

SEARCHEC INVESES
SERVENTES MILEUM
JUL 07 1972

FEIL SE/ITE

4 TENOTES	•	,
AIRTEL		
TO:	DIRECTOR, FBI (164-2111)	. Sul - 6.
FROM:	SAC, NEW YORK (164-627)	₹
SUBJECT:	NORJAK	•
	Re Seattle teletype to New Yor	k, 4/29/72.
1ssued	For information of Atlanta. sub	poena duces tecum
Washington surrende	on, on 4/29/72, requesting rall records and materials in h	is possession
		,
		<i>\</i>
2 - Bure 2 - Atla 2 - Seat 1 - New	nta tle (164-81)/	,
JJS:1fp (8)		164-81-23403
A	Boue Pielcep	SEARCHED INDEXED SERIALIZED MA FILED
ly	BOUE PIEICED PAT UAL BY	APRINS 12 -1
51	; †	
4/	30/72 Jui Hell .	DB Cooper-2797
	3 Cubi.	

NY 164-627	
	on 4/30/72 advised that a b6 b70
Items obtained from	are being forwarded via b3 to arrive b6
Seattle 4/30/72.	ь7с
LEAD	
ATLANTA	
At Atlanta, Georgia	
Will await contact from Civil Liberties Union (ACLU), 52 Georgia, and immediately forward Laboratory for latent print and latents developed should be compared known handwriting of Do not initiate contact with	Fairlie Street NW, Atlanta, b70 receipt by courier to FBI signature examination. Any

FBI

	Date: 5/4/72	i
ansmi	t the following in(Type in plaintext or code)	
a	TELETYPE URGENT	
	(Priority)	
	TO: SAC, ALEXANDRIA (164-72)	
	FROM: SAC, SEATTLE (164-81)	
	NORJAK.	
	SEATTLE HAS FORWARDED TODAY BY PILOT	COURIER ONE REEL
	OF MICROFILM WHICH IS EVIDENCE IN CAPTIONED CAS	SE AND IS BEING
	DIRECTED TO THE LABORATORY.	
	THE FILM IS BEING FORWARDED ON NORTH	WEST AIRLINES
	FLIGHT SEVEN EIGHT,	. FLIGHT
	LEFT SEATTLE AT NINE FIFTEEN A.M., AND IS DUE	
:	DULLES AIRPORT AT FOUR FORTYFIVE P.M.	
	ALEXANDRIA IS REQUESTED TO BE ON HAN	D WHEN THE
	PLANE ARRIVES AND PERSONALLY CONTACT	: EXECUTE THE
	RECEIPT WHICH IS ON THE ENVELOPE. THE PACKAGE	SHOULD THEN
	BE DELIVERED TO THE LABORATORY AND THE RECEIPT	RETURNED TO
	SEATTLE.	
	CEF:klb (3)	
		1.1.6
 	7.	Sub. 6 64-81- 3076

Sent _

DB Cooper-27976

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Special Agent in Charge

Approved: _

5/2/72	

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DIRECTOR, FBI (154-2111) ATTU: IDENTIFICATION DIVISION,

LARDER FINGLAPRICE SUCRECULARD FOR LABORATORY

PROM

SAC, STATTLE (164-81)(-P-)

CUDJECT: UDRJAK

Dnolosel are najor case prints of subject

Bureau requested to compare enclosed rajor case prints with any unidentified latents in this case.

It is further requestor that Dureau compare the signature of _______ with the signature or the questioner receipts in this case.

4 - Bureau (Encl 1)
3 - Scattle
Populib
(7)

DB Cooper 27977

164-81-3/01

Transmit in ViaAirfel	(Priority)
To: SAC, Seattle (164-81)	Date 4-28-72 b6 b7c
From: Director, FBI (164-2111)	· G
NORJAK	
Re telephone call from SA Previously reported unidentified later	on 4-27-72. nt fingerprints captioned b70
case not identical fingermeints	, fbi
No palm prints located here for .	,
-	
(Do not type below this line.)	^

B

b 6
ь7с

KKNR Ø43 WA PLAIN

700 PM URGENT 4/28/72 KAC

TO SEATTLE (164-81)

FROM DIRECTOR (164-2111) 1P

NORJAK.

REURIEL APRIL TWENTYSEVEN.

PREVIOUSLY REPORTED LATENT FINGERPRINTS COMPARED,

INSOFAR AS POSSIBLE, AVAILABLE FINGERPRINTS OF

, BUT NO IDENTIFICATION EFFECTED. MAJOR CASE PRINTS

NEEDED FOR CONCLUSIVE COMPARISON ALL LATENT PRINTS.

END

MG FBISEATTLE CLR

DB Çooper 2/9/9

Sup. 6.

SEARCHED...... INDEXED

APR 281972

FBI . SEATTLE

4-27-72

To:

SACs, Las Vegas (164-60)

Seattle (164-81)

From: Director, FBI (164-2111).

54-6.

NORJAK:

RICHARD FLOYD MC COY, JR.

ReLVairtel April 21, 1972, resubmitting eleven cards bearing thirteen transparent lifts.

Latent prints on lifts lack sufficient. characteristic ridge detail to be of value for identification purposes.

Results of laboratory examinations and disposition other submitted items subjects separate Laboratory report.

Lifts enclosed to Las Vegas.

Enc. (13)

1 - Portland (164-41)

To Part I

SFARCHED INDECED TO SERIALISED MARKED FILED MARKED MARKED

REPORT of the



FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

To: SAC, Seattle (164-81)

Date: May 1, 1972

EBI FIIO NO. 164-2111

Ro: NORJAK

Lab. No. D-720427098 LL

eperiment resolved Available at the Bureau:

Q43 Photocopy of three U. S. twenty-dollar bills bearing serial numbers L 54904730 A, L 33529797 A and L 20168977 A

Specimens received from FBI. Seattle 4/27/72:

K4 One roll of microfilm of ransom money

ALSO SUBMITTED: Three photocopies made from microfilm of ransom bills bearing serial numbers
L 54904730 A, L 33529797 A and L 20168977 A

Result of examination:

The bills represented by Q43 were compared with corresponding bills represented by K4. In the comparison, photographic overlays of the Q43 bills showed the serial numbers on these bills to be out of register with the serial numbers on the K4 bills.

The examination definitely determined that the Q43 bills are not a part of the ransom money represented by the K4 microfilm.

K4 is returned herewith. Appropriate photographs made from K4 and the ALSO SUBMITTED items are retained.

DB Cooper 27981

164-81-2962 ISTATICHED INDEXID MAY 10 1972 FBI-SENTINE



FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

To:	SAC, Seattle	(164-81)		Đđie:	May	1, 19	72	
						_		b6 b70
		,		. **	. (سر		
Re;	NORJAK			9.	519	John Edgar	Hoover, Dire	ctor
	•		•	FBI File	No.	164-2	111	
Examina	ition requested by:	Seattle		Lab. No.		D-7204	427098	ĻL
Referon	ce:	Airtel 4/26	•			·	•	
Examino	rtion requested;	Document		•	p		A 1	
Remarks	3:		MIEROL & REE		•	. 5	All	76
				. 4	RE		iN	*
			werel	SILM	الأردا		•	
•		+	MIO.		, •			
		•	4	R	,			

Enclosures (3) (K4, 2 Lab report)
2 - Portland (164-41) Enclosures (2) (2 Lab report)

2 - Los Angeles Enclosures (2) (2 Lab report)
2 - New York Enclosures (2) (2 Lab report)

SEARCHED. FILED. SERIALIZED. MAY 1 1972 FBI - SEATTLE

ADMINISTRATIVE PAGE

AIRTEL

AIRMAIL

TO:

DIRECTOR, FBI (164-2111)

ATTENTION: FBI LABORATORY

FROM:

SAC, SEATTLE (164-81)(P)

SUBJECT: NORJAK

00: SEATTLE

Being sent to the Bureau by pilot courier is one roll of microfilm listing the ranson paid in the captioned case.

Making reference to the xerox copies of three \$20 bills which allegedly were in the possession of person identified as "D. B. COOPER" and given to located on the microfilm and marked with a small piece of tape. These \$20 bills are as follows:

L54904730A, series 1969

L33529797A, series 1969

L20168977A, series 1969

It was noted that only the right half of the bill was microfilmed. When these bills were located on the microfilm, a print was made and a copy was included.

It is presumed the Bureau already has a xerox copy of the three bills with the corner folded over as originally made available to Seattle.

The above film is being sent via Northwest Airlines Flight 78, departing Seattle at 9:15 a.m. April 27, 1972, Pacific Standard Time, and arriving Dulles International Airport, 4:55 p.m. Eastern Standard Time, April 27, 1972.

3 - Bureau (1 - package copy)

2 上 Seattle

CEF/slb

(5)

DB Cooper-27983

164-81-2929

comparison of the bills on the microfilm with the bills on the Xeroxed copy to determine. if possible, whether or not the Xeroxed copy is a picture of authentic \$20.00 bills.

Results should be furnished to Los Angeles and New York.

SAC, SEATTLE (164-81)

4/27/72

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b6 b7C

ASAC PAUL R. BIBLER

NORJAK

the micro	n Fli	alled ght #7	from 78, a	the rrivi	airpo ng Du	ort an	nd sai Airpo	d he rt at	put :
		WFO ar they v						viso	:
PRB:klb									

L64-81-2926

SEACCHED INDEED
SEMIALIZED VIN FLES VS.

APRI 27 1972

FEI - SEATTLE

AIRTEL

AIRMAIL

TO

: SAC, SALT LAKE CITY (164-24)

PROM

: SAC, SEATTLE (164-81)(-P-)

SUBJECT: NORJAK

Re Portland teletype to Seattle 4/12/72.

Enclosed for Salt Lake City are three colored photographs.

The photographs were taken with Polaroid film of a tie clasp and necktie found in the search of the plane in captioned case at Reno, Nevada, and believed left behind by UNSUB.

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Salt Lake requested to utilize these photos in connection with their case on MC COY.

- 2 Salt Lake City (164-24) (Encl 3)
- 1 Las Vegas (164-60) (Info)
- 1 Portland (164-41) (Info)
- 3) Seattle (164-81) TASH:klb

(7)

DB Cooper 2/986

AIRTEL

AIRMAIL

SUB-

TO

SAC, SALT LAKE CITY (164-24)

FROM

SAG SEATTLE (164-81) (-P-)

SUBJECT: HORJAK

Re Portland teletype to Seattle 4/12/72.

Enclosed for Salt Lake City are three colored photographs.

The photographs were taken with Polaroid film of a tie clasp and necktie found in the search of the plane in captioned case at Reno, Nevada, and believed left behind by UNSUB.

Salt Lake requested to utilize these photos in connection with their case on MC COY.

2 - Salt Lake City (164-24) (Encl 3) 1 - Las Vegas (164-60) (Info)

1 - Portland (164-41) (Info)

3) - Seattle (164-81)

FASH: klb

(7)

Bearched. Serialized ...

Indezed ...

Filed.

DB Cooper 2/98.

164-81-2766

NR ØØ6 PD PLAIN

11:45 PM NITEL 4-12-72. AJW

TO: SEATTLE (164-81)

SALT LAKE CITY (164-24)

LAS VEGAS (164-60)

FROM: PORTLAND (164-41) (P) 1P

NORJAK

RE LAS VEGAS TELETYPE TO PORTLAND APRIL TVELVE, SEVENTYTWO.

RETEL ADVISED SALT LAKE CITY HAS REQUESTED COLOR PHOTOS

OF TIE AND TIE CLASP FOUND IN SEARCH OF PLANE IN RENO, NEVADA, IN

INSTANT CASE, AND BELIEVED WORN AND LEFT BEHIND BY UNSUB. LAS

VEGAS FURNISHED ITEMS TO PORTLAND BY AIRTEL FEBRUARY NINE SEVENTYTWO,

PORTLAND FORWARDED SAME TO BUREAU LABORATORY BY LETTER FEBRUARY TWENTY

FOUR SEVENTYTUO, AND LAB RETURNED ITEMS TO SEATTLE AS ENCLOSURES TO LAB REPORT MARCH EIGHT SEVENTYTWO.

SEATTLE REQUESTED TO FURNISH SALT LAKE CITY WITH COLOR PHOTOS OF TIE AND CLASP FOR INVESTIGATION.

END

GEARCHEO INDEXEC GERIALIZEO DE ELEO BILEO BILEO

NRØ1Ø WA PLAIN

19:49 AM URGENT 4-12-72 GXC

TO SEATTLE SALT LAKE CITY

PORTLAND MINNEAPOLIS

FROM DIRECTOR (164-2111)

NORJAK.

RE SALT LAKE CITY TELETYPE APRIL ELEVEN LAST SETTING OUT SIMILARITIES EXISTING BETWEEN NORJAK AND HIJACKING OF UNITED AIR LINES FLIGHT EIGHT FIVE FIVE APRIL SEVEN LAST, BY RICHARD FLOYD MC COY.

THERE APPEARS TO BE LITTLE DOUBT THAT MC COY CAPITALIZED ON THE MO UTILIZED IN NORJAK. IT IS IMPERATIVE THAT IMMEDIATE AND INTENSIVE INVESTIGATION BE CONDUCTED TO ESTABLISH MC COY'S WHEREABOUTS UNEQUIVOCALLY ON NOVEMBER TWENTY-FOUR LAST, DATE OF NORJAK. THIS PORTION OF NORJAK INVESTIGATION IS TO BE COORDINATED BY THE SALT LAKE CITY OFFICE AND ALL LEADS ARE

TO BE HANDLED BY TELEPHONE, CONFIRMED, BY TELETYPE TO THE

BUREAU, OFFICE OF ORIGIN, AND INTERESTED OFFICES. THE.

SEATTLE OFFICE IS TO IMMEDIATELY DISSEMINATE COPIES OF THE

REPORT OF SA CHARLES E. FARRELL AT SEATTLE DATED FEBRUARY

SIXTEEN LAST TO THE WEST COAST OFFICES IN ORDER TO FACILITATE

END PAGE ONE

SMANNER INDEXED THE PROPERTY OF THE PROPERTY O

Ope

PAGE TWO

THIS INVESTIGATION.

SALT LAKE CITY OFFICE SHOULD IMMEDIATELY INTERVIEW ALL
ASSOCIATES OF MC COY NOTING HE HAS FREELY DISCUSSED HIS HIJACKING
INTERESTS OVER A PERIOD OF TIME AND COULD HAVE DISCUSSED NORJAK
PRIOR TO ITS OCCURRENCE. IMMEDIATELY FURNISH PERTINENT INFORMATION
FOR A REVIEW OF MC COY'S BANK RECORDS AND TELEPHONE CALLS.
DETERMINE WHAT CREDIT CARDS MC COY HAS AND HAVE THE RECEIPTS
EXAMINED TO DETERMINE IF CHARGES WERE MADE IN PERTINENT AREAS.
AT TIME OF NORJAK. DETERMINE IF MC COY HAD NATIONAL GUARD DUTY
AROUND THANKSGIVING, SEVENTY ONE, PARTICULARLY NOTING IF HE COULD
HAVE FLOWN OR BEEN FLOWN IN NATIONAL GUARD AIRCRAFT TO THE PORTLAND—
SEATTLE AREA. ADVISE BUREAU RESULTS OF CHECKS BEING MADE CONCERNING
POSSIBLE DRY RUN MADE BY MC COY PRIOR TO NORJAK.

INFORMATION CONCERNING MC COY'S ALLEGED LEG INJURY SHOULD BE
FULLY EXPLORED INCLUDING INTERVIEW OF DOCTOR TREATING SAME,
AND DETERMINE CAUSE, DATE AND EXTENT OF INJURY. FOR INFORMATION
OF SALT LAKE CITY, SEARCH OF NORJAK AIRCRAFT BY BUREAU AGENTS AT
RENO, NEVADA, LOCATED IN SEAT NUMBER EIGHTEEN E, SEAT UTILIZED BY
UNSUB, BLACK CLIP-ON TIE WITH TIE CLASP DESCRIBED AS YELLOW GOLD
IN COLOR WITH WHITE PEARL CIRCULAR STONE IN THE CENTER. PRINCIPAL
WITNESS ADVISES THIS POSSIBLY BELONGED TO THE UNSUB. THIS TIE WAS
AN INEXPENSIVE TIE WHICH BORE THE LABEL "TOWN CRAFT" WHICH ARE
SOLD AT J. C. PENNY DEPARTMENT STORES. INVESTIGATION DETERMINED THIS
TIE HAD BEEN PURCHASED ABOUT A YEAR OR ONE-HALF AGO. TIE AND CLASP
BEING MAINTAINED AS EVIDENCE BY LAS VEGAS OFFICE. SALT LAKE CITY

PAGE THREE

IMMEDIATELY INSTITUTE INVESTIGATION COORDINATED WITH LAS VEGAS
TO DETERMINE IF THE TIE AND CLASP COULD BELONG TO MC COY.

SALT LAKE CITY DETERMINE IF MC COY HAS EVER BEEN EMPLOYED IN THE AIRCRAFT INDUSTRY OR WITH ANY SUB-CONTRACTOR IN THIS INDUSTRY. BECAUSE (THE KNOWLEDGE DEMONSTRATED BY THE HIJACKERS CONCERNING BOLING SEVEN TWO SEVEN AIRCRAFT, IT IS POSSIBLE THAT NORJAK SUBJECT IS A FORMER EMPLOYEE IN THE AIRCRAFT INDUSTRY.

THIS MATTER IS TO RECEIVE CONTINUOUS AND VIGOROUS ATTENTION UNTIL FULLY RESOLVED. KEEP BUREAU IMMEDIATELY ADVISED OF

PERTINENT DEVELOPMENTS.

END

JFK FBI SEATTLE

CLX



FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

To: SAC, Portland (164-41)

Date: March 8, 1972

50B-

Re: NORJAK

John Edgar Hoover, Director

PC-H5141 MC GX

FBI File No. Lab. No.

164-2111

Examination requested by:

Portland

Reference:

Letter 2/24/72

Examination requested:

Remarks:

Microscopic Analyses - Chemical Analyses

Specimens Q40 and Q41 are being returned to the Seattle Office as an enclosure to their copy of this report.

the party

water with Miles

Enclosures (2) (2 Lab report) TPBI, Scattle (164-SL) Enclosures (3) (Q40, Q41, Lab report)

SNAP ON TIE STACK

DO NOT INCLUDE ADMINISTRATIVE -PAGE(S) INFORMATION IN INVESTIGATIVE REPORT

ADMINISTRATIVE PAGE

SERIALIZED. MAR 1 0 1972

DB Cooper 27992

REPORT of the



吳峨城 "吗"。

FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

nd-wellerwise

To:SAC, Portland

Ro: NORJAK

FBI File No. March S, 1972 Lab. No. 164-2111 PC-H5141 NC GX

Specimens received 2/28/72

Q40

Tie

Q41

Tie clip

Result of examination:

No stains having the appearance of body fluids were found on Q40 or Q41.

No hairs or foreign textile fibers were found on Q40 or Q41.

No identifying marks were found on Q41 that would indicate either the owner or the manufacturer of this item.

SUB. G

164-81-2454

SEARCHED___INDEXED___
SERIALIZED___FILED___
MAR 1 0 1972

FBI—SEATTLE

DB Cooper 2/993

AIRTEL

2/15/72

TO:

SAC, SEATTLE (164-81)

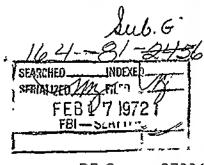
FROM:

DIRECTOR, FBI (164-2111)

NORJAK

Attached is the 16 mm movie film taken by the U. S. Air Force of a simulated drop made 1/6/72 in captioned matter. This film was forwarded to the Bureau by Seattle letter dated 1/10/72. This film is being returned to the Seattle Office in accordance with request in referenced letter. Still photographs forwarded by Seattle are being retained in Bureau files.

Enclosure



DB Cooper-27994

DIRECTOR, FBI (164-2111)
ATTENTION: LABORATORY

2/24/72

SAC, PORTLAND (164-41)(P)

NORJAK

Enclosed herewith for the Laboratory is the man's narrow black necktie with attached tie clip which was found by Las Vegas Agents in hijacked arieraft in this matter and which was believed worn by Unsub.

Enclosures have been displayed to J.C. Penney Co., store personnel at Las Vegas, Nevada, and Portland, Oregon. All personnel contacted uniformly agree that the tie, which bore the "Towncraft" label, exclusive with Penney's, could not have been sold at any time in the recent past. At Las Vegas, the most recent sales of such ties were estimated at one and one-half years ago, and at Portland, three years ago. None of the persons contacted were able to offer any suggestions as to how the purchaser of the tie might possibly be traced.

REJUEST OF THE BUREAU

PHI LABORATORY

Enclosure should be examined to determine whether it bears any traces of identifiable body secretions, hairs, stains, etc., which may be of help in this investigation. Upon conclusion of the examination, enclosure should be forwarded to Seattle by registered mail.

3- Bureau (Enc. 2)(AM)(RM)
2 Seattle (164-81)
2 - Portland

RPH: 1bt

SEARCHED INDEXED SERIALIZED M. FEB 26 1972

FBI - SEATTLE



2/9/72

AIRTEL

Sub 330

TO:

SAC, PORTLAND (164-41)

FROM:

SAC, LAS VEGAS (164-60)(P)

NORJAK

ResEtel tp PD and LV 2/8/72.

Enclosed herewith for Portland is one black tie with tie clasp, tie labeled "Towncraft" and number 3 Penneys; one copy of FD 302 by SA FRANCIS J. SCHMIDT dated 12/1/71, reflecting investigation in Penneys Store Number 44, Las Vegas, Nevada; one copy of FD 302 of SAs FRANCIS J. SCHMIDT, dated

11/26/71, reflecting examination of Northwest Orient Airlines Flight 305 on 11/24/71.

Portland will conduct investigation set forth in referenced teletype.

2 - Portland (Enc. 3)
() - Seattle (164-81)(Info)
1 - Las Vegas

FJS:lad (4)

SEARCHEP INDEXED SERIALIZED FILED FILED FILED FILED FILED FILED FILED FILED FIELD FIELD FEB 1 4 1972 FBI - SEATTLE

ხ6 ხ7C NRØØ7 SE PLAIN

8:16 PM NITEL 2/24/72 VAB

TO DIRECTOR (164-2111)

MINNEAPOLIS (164-73)

FROM SEATTLE (164-81) (-P-) WEEKLY SUMMARY 2P

NORJAK.

RE SEATTLE WEEKLY SUMMARY FEBRUARY THREE LAST.

SACRAMENTO ADVISES SEVERAL FLIGHTS OVER DROP AREA MADE BY SRSEVENTY ONE, HOWEVER, DUE TO WEATHER, PHOTOGRAPHING WAS IMPOSSIBLE.
PLANS FOR PHOTOGRAPHING WITH SR-SEVENTYONE, DISCONTINUED, AS AIRCRAFT
COMMITTED FOR MILITARY MISSIONS.

ARRANGEMENTS HAVE BEEN MADE WITH U.S. NAVY AT WHIDBEY ISLAND NAVAL AIRSTATION TO PHOTOGRAPH DROP AREA ON A GRATIS BASIS, AT FIRST OPPORTUNITY THAT WEATHER PERMITS.

INVESTIGATION AT PORTLAND CONCERNING TIE FOUND ON AIRCRAFT,
DETERMINED IT IS TYPE OF TIE WHICH HAS NOT BEEN SOLD FOR SEVERAL
END PAGE ONE

DB Cooper 27997

164-81-2337

PAGE TWO

YEARS. TIE IS BEING FORWARDED BY PORTLAND, TO LABORATORY FOR EXAMINATION.

INVESTIGATION CONTINUES TO BE RECEIVED CONCERNING ADDITIONAL SUSPECTS AND THIS INFORMATION IS BEING PROMPTLY CHECKED OUT.

PLANNING FOR SEARCH OF DROP AREA CONTINUES, HOWEVER, PLANS AS YET, HAVE NOT BEEN FINALIZED.

END

WDC HOLD (TST)

NRØ1Ø SE PLAIN

7Ø1 PM NITEL 2/8/72 VAB

TO LAS VEGAS

PORTLAND

FROM SEATTLE (164-81) 2P

NORJAK.

RE LAS VEGAS AIRTEL TO SEATTLE, DEC. THREE, SEVENTYONE.

LAS VEGAS REQUESTED TO SEND TO PORTLAND THE BLACK SNAP ON TIE WITH A TIE PIN IN IT BEARING TOWNCRAFT LABEL. LAS VEGAS ALSO SHOULD SEND COPIES OF FD THREE ZERO TWO REFLECTING THE FINDING OF THIS EVIDENCE ON BOARD THE AIRCRAFT AND ALSO THE THREE ZERO TWO BY SA FRANCIS J. SCHMIDT, DATED DEC. ONE, SEVENTYONE REFLECTING INVESTIGATION AT PENNEY'S AT LAS VEGAS.

THESE ITEMS SHOULD BE SENT VIA REGISTERED MAIL AND HANDLED AS EVIDENCE, BEING CAREFUL TO PRESERVE THE CHAIN OF EVIDENCE.

PORTLAND, ON RECEIPT OF THE TIE AND THE TIE PIN, CONTACT PENNEY'S AT PORTLAND AND MAKE EVERY EFFORT TO DETERMINE, IF POSSIBLE, THE SOURCE OF THESE ITEMS.

END PAGE ONE

DB Cooper-27999

164-81-2205

PAGE TWO 164-81

IN CONTACTING PENNEY'S EXPLORE ALL POSSIBILITY OF CHECKING WITH THEIR PURCHASING DEPARTMENT, ETC. TO NARROW DOWN, AGAIN, IF POSSIBLE, WHERE THESE ITEMS MIGHT HAVE BEEN PURCHASED.

END

SGT FBI LAS VEGAS CLR

1015 Second Avenue Seattle, Washington 98104 February 4, 1972

Nr. Stan Pitkin United States Attorney United States Court House Seattle, Washington 98104	
Attention: Asst. U.S. Attorney	ь6 ь70
Re: HIJACKING OF MORTHWEST AIRLINES FLIGHT 0305, HOVEMBUR 24, 1971	
Dear Sir:	
This will confirm an opinion given on February 3, 1972, by Assistant United States Attorney to Special Agent CHARLES E. FARRELL of this office, concerning parachutes which were involved in this case.	Ь6 Ь70
The hijacker of Northwest Airlines Flight #305 was given four parachutes while the plane was on the ground at Scattle-Tacoma International Airport. Two of these parachutes were apparently used by the hijacker when he parachuted from the plane. The remaining two parachutes were still on the plane when it landed at Reno, Nevada. One of the parachutes was intact, but the other had been opened and three of the shroud lines had been cut.	
, Northwest Airlines, Minneapolis, contacted the Scattle Office on February 3, 1972, to inquire as to the disposition of the two parachutes which had been left on the plane. advised he has been receiving inquiries from the person who supplied the parachutes either to have the parachutes returned to him, or have Northwest Airlines pay for them.	ь6 ъ70
when the above facts were discussed with him, advised that no evidence, which includes both of the parachutes, should be returned at this time, as this	b6 b70

2- Addressee

(5)

3 - Seattle (164-81) CEF:klb

Sub.G. 164-81-2152

DB Cooper 28001

FILE (164-81)

2/3/72

b6

b7C

ASAC PAUL R. BIBLER

NORJAK

of the two parachutes which were recovered in Reno, had been in touch with Northwest Airlines and wants his chutes back or wants to be paid for them.

They want to know from us if we still have their chutes and when they will be returned to them (NWA).

I told him that I was sure we still had them and that we would discuss with the United States Attorney the propriety of releasing them at this point and would advise him as soon as possible.

LEAD

SEATTLE DIVISION

At Seattle, Washington

USA should be contacted as well as the Bureau before we return them.

PRB:klb (3)

SEARCHED INDEXED
SERVALIZED YM FILED TO
FBI—SEATTLE

NRØ1Ø SE PLAIN

8:46 PM NITEL 2/3/72 DCA

TO DIRECTOR, FBI (164-2111) AND SAC, MINNEAPOLIS (164-73)

FROM SEATTLE (164-81) (P) 1P

WEEKLY SUMMARY

NORJAK

SEATTLE'S FUTURE INVESTIGATION IS EXPECTED TO INVOLVE A DETAILED SEARCH OF THE SUSPECTED DROP AREA WHICH WILL BEGIN AT SUCH TIME AS THE WEATHER CONDITIONS PERMIT. TO FACILITATE THIS SEARCH, SEATTLE IS EXPLORING THE POSSIBILITY OF HAVING AN UP-TO-DATE AERIAL MAP MADE OF THE AREA WHICH COULD THEN BE USED FOR LAYING OUT THE SEARCH AREA.

SEATTLE OFFICE WAS CONTACTED TODAY BY

NWA, MINNEAPOLIS, WHO REQUESTED HE BE ADVISED OF THE DISPOSITION

OF THE PARACHUTES FOUND ON THE PLANE AT RENO, AS NWA HAS BEEN

CONTACTED BY THE OWNER OF THE PARACHUTES FOR THEIR RETURN OR FOR

PAYMENT BY NWA.

AUSA SEATTLE, ADVISED TODAY THAT THE PARA-CHUTES SHOULD NOT BE RETURNED AT THIS TIME, NOTING THE IMPOR-TANCE OF THIS CASE.

MINNEAPOLIS SHOULD CONTACT AND ADVISE OF THE AUSA'S OPINION.

E N D

(ACK THEN HOLD)

MRF FBI WA DC

ACK FOR TWO

DB Cooper 28004

sub.G. 164-81-2142

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1/31/72

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ь6 ь7с

FILE (164-81)

SA CHARLES E. FARRELL

NORJAK

Ro: RANSOM MONEY

·
Because the Laboratory was having difficulty with eliminating the serial numbers, they requested we obtain the complete list of serial numbers which were deleted from the original listing of the \$230,000.
In the meantime, the had prepared another amount of ransom money of \$230,000 and included in that, the \$30,000 which had been taken from the first ransom money as mentioned in paragraph one above.
The then loaned to us, two reels of microfilm which contains their current ransom money and which included the bills which had been taken from the first ransom money. These two rolls of microfilm were sent to the Laboratory and were used to compile an accurate list of the ransom money given to the hijacker.
All three reels of film returned by the Bureau with the following dispositions:
The reel containing the ransom money given to the hijacker is being maintained in the Seattle Office as evidence

CEF:klb)3)

SEARCHED I'M
SERIALIZED MAY
FBI—SEALIZE

OF DR

DB Cooper 28005

SE 164-81

and is designated as 164-81-1B(3). Since the bank has no further need for this list, this film may be maintained
by the FBI indefinitely and as such time as it is no longer
needed, may be disposed of at the discretion of the FBI, b6
per b7c
The two rolls of film obtained on the second occasion and which contain the current ransom money were returned by SA CHARLES E. FARRELL on 1/27/72
to b7c
building. A receipt was obtained for these films and will be maintained as a lA serial in this file.

TIONAL FORM NO. 10 MAY 162 EDITION GSA FPMR (41 CFR) 161-11.5 UNITED STATES GOVERNMENT

 $m{1}$ emorandum

FILE (164=81)

1/25/72

b6

b6 b7C

b7C

: SAC, SEATTLE FROM

(1)

SUBJECT: NORJAK

Re Bureau routing slip 11/29/71 attaching 2 rolls of microfilm.

On 1/25/72 SA MAURICE F. ROW at the Bureau advised that copies of the bills contained in this microfilm were retained at the Bureau. In view of this, these films should be returned to at the

Two ROLLS of MIEROFILM.

- RET'D 1-27-72 to · JEM:eon b7C Ses . Lei # 164-81-

1266.

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

11/29/71

Attached is the microfilm received in the Seattle Hijacking Case. It will be noted from the 11/26/71 airtel that the requested return of at least part of this film. The two boxes with the Bureau's "EVIDENCE" stickers attached are the rolls of film received last with the airtel 11/26 and the box without any such sticker is the original microfilm received with airtel 11/25.

M. F. ROW

Date 12/21/71

Title and Character of Case

NORJAK

Sul @

Date Property Acquired

Source From Which Property Acquired

11/24/71

On board Northwest Airlines Flight #305 on landing at Reno, Nevada

Location of Property or Bulky Exhibit

Reason for Retention of Property and Efforts Made to Dispose of Same

BER-BASEMENT

Evidence in captioned case .

Description of Property or Exhibit and Identity of Agent Submitting Same

One back parachute with a sage green nylon container Model NB6 (Navy back pack 6) with sage green nylon harness. This parachute which is white in color has a 28 foot nylon flat circular spread with padded cushon. The pilot chute is also white.

This chute is identified officially as Pioneer Parachute Company, 26 foot rip stop conical type 226, SN 9/57. This chute was inspected and repacked 5/21/71, Riggers License #1579638, bearing the signature "E.J. COSSEY, Issaquah, Wn." Also an integral part of this chute is a 24 foot rip stop made by Steinthal Mfg. Company, type 60-9707, SN 7/60. This also was packed by "E.J. COSSEY" on 5/21/71.

The identification cards for this chute are contained in a packet on the back of the chute pocket labelled "Inspection and Packing Data."

Bolky i	Exhibit	- Inventory	of	Property	<u> </u>	as	Evidence
FD-192	Rev.	10-6-65)		100			

Date.	. (12/21/71	
vacc			_

Title and Character of Case

NORJAK

SUB-G

Date Property Acquired

Source From Which Property Acquired

11/24/71

On board Northwest Airlines Flight #305, on landing at Reno, Nevada

Location of Property or Bulky Exhibit

Reason for Retention of Property and Efforts Made to Dispose of Same

BER- BASEMENT

Evidence in captioned case

Description of Property or Exhibit and Identity of Agent Submitting Same

One (1) orange or salmon-pink chest parachute.

This chute was found on board the hijacked Northwest Airlines 727 jet Flight #305, in an opened condition. It is salmon or orange-pink in color; has no pilot chute and the shrouds have been cut away from the canvas pack and three of the lines had been cut out.

The inspection card for this chute identified it as a 24 foot rip stop Type SN DA5853912, date of manufacture 10/59, owner Seattle Sky Sports, Issaquah; date inspected and repacked 9/16/71 by Rigger E.J. COSSEY, #1579638.

·	<u> </u>	• ,	- Sub.
			164-81-186
			SEARCHEDINDEXED
· <u>·······</u>		•	SERIALIZEDFILED
	•	Field File #	DEC ', "": ,

1-336 (Rov. 12-10-63) FEDERAL BUREAU

OF INVESTIGATION

Washington, D..C. 20537

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO.

164-41

FBI FILE NO.

164-2111

LATENT CASE NO.

A-45410

TO: SAC. Portland

Docember 22, 1971

Sel-130

NORJAK

REFERENCE: Airtels 12-3-71 and 12-8-71 EXAMINATION REQUESTED BY: Fortlend

Two envelopes, Q19 and Q21 SPECIMENS:

Two accompanying letters, Q20 and Q22

No latent prints of value developed on enclosed specimens, which are further described in separate Laboratory report.

This report supplements and confirms Butel 12-21-71.

Enc. (4)

(2)- Seattle (164-81)

1 - Las Vegos (164-60)

1 - Sacramento

DB Cooper-28011

164-81-1

John Edga Habi

THIS REPORT IS FURNISHED

1-336 (Rev. 12-10-63) FEDERA BUREAU

Washington, D. C. 20537

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO.

164-60

December 22, 1971

PBI FILE NO.

164-2111

LATENT CASE NO.

A-45410

TO. SAC, Las Vegas

RE: NORJAK

Airtel 12-8-71

REFERENCE:

EXAMINATION REQUESTED BY: Las Vegas

SPECIMENS:

Envelope, Q17

Accompanying message, Q18

No latent prints of value developed on enclosed specimens. which are described in separate Laboratory report.

This report supplements and confirms Butel 12-21-71.

DB Cooper-28012

Enc. (2)

2 - Seattle (164-81)

1 - Portland (164-41)

John Edgo

THIS REPORT IS FURNISHED FOR OFFICIAL

NRØ41 VA PLAIN 11:50 PM URGENT 12/23/71 TRC TO SEATTLE (164-81) PORTLAND (164-41) LOS ANGELES (164-497) NEW YORK (164-627) WASKINGTON FIELD (164-169) FROM DIRECTOR (164-2111)

Jew 1164 Sul 13 MORJAK

RE SEATTLE LET DECEMBER THIRTEEN, WASHINGTON FIELD AIRTEL DECEMBER FIFTEEN LOS. ANGELES AIRTEL DECEMBER FOURTEEN SUBMITTING THREE ENVELOPES AND THREE LETTER COPIES, Q TWENTYTHREEE THROUGH Q TWENTYEIGHT. | ELEVEN LATENT FINGERPRINTS, ONE LATENT IMPRESSION EITHER FINGERPRINT OR PALM PRINT AND TWO LATENT PALM PRINTS DE-VELOPED ON TWO ENVELOPES Q TWENTYTHREE AND Q TWENTYSEVEN AND TWO LETTER COPIES Q TWENTYFOUR AND TWENTYEIGHT. TEN LATENT FINGER-PRINTS NOT IDENTICAL FINGERPRINTS OF FBI NUMBER FBI NUMBER

END PAGE ONE

1. ADV: 12/23

DEC 2 9 1971

DB Cooper-28013

PAGE TWO	4 4	•	
FBI NU	MBER	<u> </u>	
	, FBI NUMBER		,
		•	·
	, DOB		IN CHESHIRE
ENGLAND,	, FBI 1	vumBer	
RE	MAINING LATENT FINGERF	RINTS WHICH IS TI	P IMPRESSION
AND LATENT IMPR	ESSION COMPARED INSOF	AR AAE POSSIBLE WI	TH FINGER-
PRINTS OF ABOVE	NAMED INDIVIDUALS BUT	NO IDENTIFICATIO	N EFFECTED.
NO PALM PRINTS	HERE FOR NAMED INDIVI	DUALS. FINGERPRIN	T REORD FOR
, ,	FBI NUMBER		
TEMPORARILY N	OT AVAILABLE. COMPAR	SONS WILL BE COND	UCTED WHEN
RECORD LOCATED	AND YOU WILL BE ADVISE	ED SSEPARATELY IF	IDENTIFICATION'.
RECORD LOCATED	AND YOU WILL BE ADVISE	ED SSEPARATELY IF	IDENTIFICATION .
•		ED SSEPARATELY IF	IDENTIFICATION'.
EFFECTED.		ED SSEPARATELY IF	IDENTIFICATION
EFFECTED. CONFIRMING		ED SSEPARATELY IF	IDENTIFICATION

ь6 b7С

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F B I

		Date: .12/15/71 .
ransi	mit the following	in(Type in plaintext or code)
_	AIRTEL	AIR MAIL
ia		(Priority)
	TO: SAC,	SEATTLE (164-81) . SUB - Q
	FROM:	SAC, LAS VEGAS (164-60)(P)
	SUBJECT:	NORJAK BUFILE 164-2111 OO: Seattle
	and Seatt	Re Las Vegas airtel to Seattle dated 12/3/71, le airtel to Las Vegas dated 12/8/71.
	of FD-302 of interv of FD-302 should ha	Enclosed herewith for Seattle are two copies interview of two copies iew of 11/24/71, and two copies interview of on 11/24/71, all of two copies interview of two copies inter
	search of and also of Seattl	
	Q - Seatt 1- Las V HEH:kmc (3)	Investigation continuing Las Vegas SuB-E. egas
		54-58/-144-9 SEARCHED INDEX 1.2 SEMANSDAM FILED INV DEC 20 1071 FBI-STATE
L.,	Approved:	DB Cooper-28015

U. S. GOVERNMENT PRINTING OFFICE : 1969 O - 346-090 (11)

Special Agent in Charge

1 Date 11/26/71

Reno, Nevada, advised the Northwest Airlines 727 Flight 305 would park on the ramp approximately 150 yards east of the airport terminal building. He said no vehicles other than service vehicles would be permitted on the ramp or runway except for FBI vehicles or those authorized on the airport by the FBI.

SEARCHED INDERED SERVING PLANS IN SERVING PROPRIES PROPRI

				*				
On	11/24/71 ot_	Reno,	Nevada	-	_F1le#	LV	164-60	 *
			-					
				i i				

- tlw Date dictated

11/26/71

5/71 b6 b7c

ъ6 ъ7с

This document contains neither recommendations nor conclusions of the FBÍ. It is the property of the FBI and its loaned to your agency; if and its contains are not to be distributed outside your agency.

Data 11/26/71

On this date, the below listed individuals examined a Boeing Aircraft, Type 727, which belongs to Northwest Orient Airlines, and which had been utilized as their flight number 305 on that date. This examination took place at 11:25 P.M. at the Municipal Airport in Reno, Nevada.

Prior to the initiation of this search, information had been furnished to the below agents by a member of the crew who had flown this airplane into the Reno airport to the effect that the unknown subject involved in the hi-jacking of this airplane had been seated in the rear right-hand window seat of this plane.

Upon boarding this aircraft, it was determined that the rear row of seats on this airplane were numbered 18, and the right window seat was designated 18F. On the seat numbered 18E a black clip-on tie was observed. This black tie contained a tie clasp, yellow gold in color. with a white pearl circular stone in the center. The label on this tie indicated it to be a "Towncraft" tie and bore the store name of Penneys Number 3. It further bore a label showing it to be a "Snapper" patent type On the floor directly in front of seat number 18D, the exterior canvas cover for a chest type parachute was observed ...along with the handle utilized for releasing this parachute. The label on this canvas covering indicated it to be Pack Part Number 4511876B and indicated the date of manufacture to have been October, (year illegible). The flap on this canvas exterior contained a sewn on white label with the notation SSS # 5 and COSS. This flap had also been stenciled with the name JOHNSON.

An opened parachute which apparently had been removed from the canvas parachute cover described above was found spread out over seats 17C and 17B. This parachute was of a pink-orange color.

On seat 18B, an unopened back type parachute was observed. A card in the pocket of this parachute reflected it to be a Conacol type parachute, number 60-9707 and made by the Pioneer Parachute Company. This card indicated it was last inspected on May 21, 1971.

		•		,		1/1/0/4/6	
. 11	/24/71 .	Pone	Norrada		- 11	164-81. 1465 LV 164-60 Sub. L	1.
	FRANCIS J.				File #_	EV 10.1-00 - 1-00 - 1-0	<u></u> ъ6
ьу	<u> </u>	·	FJS:	id		étate 6" 11/26/71 .	ь70 -
	ument contains neith contents are not to				the property	affihe PBT on 48 Maned to your opency: DEC 20: 171 FIST - S :	
		•		•	Ì	17.	

NNRØ13 WA PĽAIN

3:14 PM URGENT 12-21-71 GXC

TO PORTLAND (164-41)

SACRAMENTO

LAS VEGAS (164-6%)

SEATTLE (164-81)

FROM DIRECTOR (164-2111) 1P

WRJAK.

Suy

RE PORTLAND AIRTELS DECEMBER THREE AND DECEMBER EIGHT SUBMITTING TWO ENVELOPES AND ACCOMPANYING LETTERS.

NO LATENT PPINTS DEVELOPED.

CONFIRMING.

END

12/21/71

AIRTEL

MIMMIL

OT

: SAC, SACRAMENTO (164-50)

FRON

: SAC, SEATTLE (164-81)

SUBJECT: NORJAK

Re Sacramento airtel to Seattle dated 11/30/71.

Being returned to Sacramento under separate cover is the opaque polyethylene bag forwarded to Seattle.

The bag was closely examined by appropriate maintenance and management personnel at Northwest Airlines and they have advised that it is not any part of their plane.

The bag is being returned at your request.

3 - Sacramento (Encl 1)

(1 - package)

2 - Seattle (164-31)

(154-81-Sub G)

CEF:klb

(5)

DB Cooper 28020

164-81-1443

1-336 (Rev. 12-10-63) FEDERA, BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO.

164-73

fbi file no.

164-2111

LATENT CASE NO.

A-45410

SAC, Minneapolis

re: nolvial

EXAMINATION REQUESTED BY.

Minneapolis

SPECIMENS:

Northwest Airlines ticket

No latent prints of value developed enclosed ticket.

This report supplements and confirms Butel of 12-14-71.

Enc.

2 - Seattle (164-81)

2 - Portland (164-41)

John Edga Ho - SEATTLE

December 15, 1971

THIS REPORT IS FURNISHED FOR OFFICIAL



ransmit in Via Airtel (Type in plaintext or code)	(Priority)
	Date 12/14/71
To: SAC, Seattle From: Director, FBI (164-2111)	SUB- G.
UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE; CAA - HLJACKING; EXTORTION	\mathcal{D} .
Re Las Vegas airtel 12/7/71, and t	*
cover by registered airmail to your office.	TOT THE COURT OF T
- w -	
.	
. (Do not type below this li	

SERICHED INDEXED SERIALIZED FILED DECA © 1971 FBI — SEATTLE



FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535 SUB - G

To: SAC, Portland (164-41)

Date:

December 14, 1971

Sub 130

Re: NORJAK

John Edgar Hoover, Director

FBI File No.

164-2111

Lab. No.

D-711210079 LL

D-711213033 LL

Reference:

Airtels 12/6/71

Examination requested:

Examination requested by:

Document - Fingerprint

Portland, Las Vegas

Remarks:

The submitted-evidence will be returned with the fingerprint report.

DO NOT INCLUDE AUXINISTRATIVE
PAGE(S) INFORMATION IN
INVESTIGATIVE REPORT

Enclosures (2) (2 Lab report)

2-Seattle (164-81) Enclosures (2) (2 Lab report)

2-Las Vegas (164-60) Enclosures (2) (2 Lab report)

SEARCHED INDEXED SERIALIZED M FILED M

ADMINISTRATIVE PAGE

of the



FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

To: SAC, Portland (164-41)

Date: .

December 14, 1971

FBI File No. Lab. No.

164-2111 D-711210079 LL

D-711213033 LL

Re: NORJAK

Specimens received 12/10/71 from Portland

- Q13 Envelope postmarked "U.S. POSTAL SERVICE 970 PM 3 DEC 1971" bearing hand printed address "OREGONIAN 1320 SW BROADWAY PORTLAND, ORE."
- Q14 Slip of paper bearing hand printed message beginning "I AM RIGHT HERE IN PORTLAND! AND..."

ALSO SUBMITTED: Portion of newspaper clipping beginning "Letter may hold clue..."

Specimens received 12/10/71 from Las Vegas

- Q15 Envelope postmarked "U. S. POSTAL SERVICE, CA 956 PM 1 DEC 1971," bearing hand printed address "RENO GAZETTE RENO NEVADA"
- Q16 Accompanying sheet of paper bearing cutout words with message "Plan Ahead for Retirement Income D. B. Cooper."

ALSO SUBMITTED: Fingerprint card for

b6 b7C

Result of examination:

No watermarks, indented writing or other features were found on Q13 through Q16 which would be of value in determining the source of these specimens.

It is noted in this regard that Q15 bears a U. S. Postal watermark, which indicates that this envelope was sold by the U. S. Postal Service.

Page 1

SEARCHED (OVORMEXED SERIALIZED / M FILED / M FILED / M FILED / M FBI — SEATTLE /

DB Cooper-28024

The questioned hand printing on Q13 through Q15 was not identified with any of the questioned hand printing on the specimens submitted previously in this matter and no connection could be established between Q13 through Q16 and the other questioned items in this case.

The submitted evidence was photographed and will be returned separately.

Page 2 D-711210079 LL

Meso	133 h	MA PLAI	,	
6:4	15PM	ing ent	12-15-71	DRL
TO	LAS	VEC AS	(154-5%)	
	SEAT	TLE	(164-31)	
	PORT	CLAND	(164-41)	
	ανCε	OTREMA		

(164-2111) 1P

WRJAK.

FROM DIPFCTOR

RE LAS VEGAS AIRTEL DECEMBER SIX, SUBMITTING ENVELOPE,

ACCOMPANYING MESSAGE AND FINGERPRINTS.

LATENT BRINTS ENVELOPE IDENTICAL ELIMINATION PRINTS

LATENT PRINTS ENVELOPE IDENTICAL ELIMINATION PRINTS.

NO ADDITIONAL LATENT PRINTS.

CONFIRMING.

FND

ALL OFFICES PLS RETURN TO TALK TKS

DB Cooper 28026

b6 b7С

OERIALIZED INDEXE
DEC 105 1971

FBI - SEATTLE

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1-336 (Rev. 12-10-63) FEDER BUREAU OF INVEST

Washington, D. C. 20537



of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO.

164-60

December 13, 1971

FBI FILE NO.

164-2111

LATENT CASE NO.

A-45410

TO: SAC, Las Vegas

RE: NORJAK

REFERENCE:

Airtel 12-3-71

EXAMINATION REQUESTED BY:

Las Vegas

SPECIMENS:

Contents of ashtray, Q1

Elimination fingerprints of

and seven other individuals

No latent prints of value developed contents of ashtray.

Latent fingerprint previously reported message, Q2, not identical submitted elimination fingerprints.

Ql enclosed. Elimination prints being retained Latent Fingerprint Section for use in possible future submissions this case.

Results of laboratory examination and disposi- aut & tion other specimen subjects separate report. 164-81-1203 Enc.

2 - Scattle (164-81)

John Edg DEC 131971 FBI -- SEATTLE THIS REPORT IS FURNISHED FOR OFFICIAL

DB Cooper-28027

b6 b7C

OF INVESTIGATION BUREAU

Washington, D. C. 20537

REPORT

of the

December 13, 1971

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO.

184-41

FBI FILE NO.

164-2111

LATENT CASE NO.

A-45410

TO: SAC, Portland

RE: NORJAK

REFERENCE:

EXAMINATION REQUESTED BY. 12-2-7

Portland SPECIMENS: Envelopo, Q5

Letter, Q8

Four latent fingerprints of value developed Q5 and five latent fingerprints of value developed Q6.

Latent fingerprints not identical fingerprints following

persons:

(Continued on next page)

sub G

b6 b7C

Enc. (2)

2 - Seattle (164-81)

John Edga

DEC' 1 5 1971

FBI - SEATTLE

THIS REPORT IS FURNISHED FOR OFFICIAL

OF INVESTIGATION

REPORT

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO.

164-627

December 13, 1971

FBI FILE NO.

164-2111

LATENT CASE NO. A-45410

TO: SAC, New York

RE: NORJAK

REFERENCE: Airtel 12/4/71

EXAMINATION REQUESTED BY: New York

SPECIMENS: Envelope. Q7

Four-page article, Q9 through Q12

Letter, Q8

. Enclosed specimens described in separate Laboratory report.

Two latent fingerprints of value developed Q12, fourth page of four-page article. No latent prints of value developed other specimens.

Latent fingerprints not identical previously reported latent prints this case or with fingerprints following persons:

Enc. (6)

2 - Seattle (164-81) 1 - Portland (164-41)

(Continued on next page)

John H

THIS REPORT IS FURNISHED FOR OFFICIAL

DB Cooper-28030

		•
SAC.	New	York

December 13, 1971



Specimens enclosed.

This report supplements and confirms Butel 12/10/71.

ь6 ь7с NRØ63 WA PLAIN
9:00PM URGENT 12-14-71 BJM
TO MINNEAPOLIS (164-73)
SEATTLE (164-81)
PORTLAND (164-41)
FROM DIRECTOR (164-2111) 1P

NORJAK

RE MINNEAPOLIS AIRTEL DECEMBER EIGHT.

NO LATENT PRINTS OF VALUE AIRLINES TICKET.

CONFIRMING.

END

FEE

FBI SEATTLE CLR

SEARCHED INDEXED DEC 1 4 1971

PEI - SEATTLE



FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

To: SAC, Las Vegas (164-60)

Date: December 9, 1971

Re:

"NORJAK"

John Edgar Hoover, Director

FBI File No. Lab. No.

164-2111 PC-H3225 MC

Examination requested by: .. Las Vegas

References

Airtel 12/3/71

Sub G

Examination requested:

Microscopic Analyses - Fingerprint

Remarks:

The hairs on specimen Q2 have been mounted on a glass microscope slide. Should you desire future microscopic comparisons between the head hair clipping and a known head hair sample, resubmit the glass microscope slide containing the hair clipping so that direct microscopic comparisons may be made.

You are being advised of the result of the Tingorprint examination and the disposition of QI and the "Also Submittod" items by a separate report.

Specimen Q2 is being returned as an enclosure to this report.

Euclosures (3) (Q2, 2 Lab report)

Seattle Enclosure (Lab report)

DO NOT INCLUDE ADMINISTRATIVE PAGE (S) INFORMATION IN INVESTIGATIVE REPORT

ADMINISTRATIVE PAGE

CARCHIED. FBI - STATTLE

DB Cooper-28033

REPORT of the



FEDERAL BUREAU OF INVESTIGATION Washington, D. C. 20535

To:	SAC,	Las	Vogas
-----	------	-----	-------

December 9, 1971

Re: "NORJAK"

FBI File No. 164-2111

Lab. No.

PC-H3225 MC

Specimens received

12/7/71

b6 b7C

 Q_{-}^{2}

Contents of ashtray

02Towel

Also Submitted:

Fingorprint card from Fingerprint card from Fingerprint card from Fingerprint card from Fingerprint card from Fingorprint card from Fingerprint card from Fingorprint card from

Rosult of examination:

Specimen Q1 contains eight eigarette butts. Seven of these are Raleigh S5mm filter-tipped cigarette butts. The eighth cigarette butt has the same design and composition as Releigh 65mm cigarettes and, accordingly, is probably a Releigh 85mm cigarette. This type of cigarette is sold in a "soft pack."

A brown head hair clipping and a brown limb hair both of Caucasian origin were found on Q2. The head hair clipping is suitable for significant comparison results; however, the limb bair possesses too few unique microscopic characteristics to be of value for this purpose.

Foreign textile fibers of various types and colors removed from Q2 have been placed in a pillbox.

SFARCHED_ INDEXED SECIALIZED A

> DEC 1 0 1971 FBI - SEATTLE

> > DB Cooper 28034

FBZHO

b6 b7C

BUREAU OF INVEST

December 10, 1971

Washington, D. C. 20537

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO.

164-133

164-2111

FBI FILE NO.

LATENT CASE NO. A-45410

ro: SAC, Philadelphia

UNSUB.:

NORTHWEST AIRLINES FLIGHT 305

PORTLAND TO SEATTLE

11/24/71

CAA - HIJACKING; EXTORTION

REFERENCE: Airtel 12/3/71

EXAMINATION REQUESTED BY: Philadelphia

specimens: Envelope, Q3 Letter, Q4

> Enclosed specimens described separate Laboratory report.

> > THIS REPORT IS FURNISHED FOR OF

Five latent fingerprints of value developed Q4. No latent prints of value developed Q3.

THO TO	stent fingerprints	rdenticar	elimination
fingerprints		<u>cee latent</u>	fingerprints
not identical fi	lngerprints	or follo	wing persons:

764-81-H96

· Enc. (2)

2 - Seattle (164-81)

1 - Minneapolis (164-73)

(Continued on next page)

HO DERIADREDION O-FIL John Edga

DEC 131971

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Qub C 670

FBI - SEATTLE

DB Cooper 28035



INVESTIGATION

Washington, D. C. 20537

REPORT

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO.

164-60

FBI FILE NO.

164-2111

LATENT CASE NO. A-45410

TO: SAC, Las Vegas

December 10, 1971

12 ..

b6 b7C

UNSUB.;

RE: NORTHWEST AIRLINES FLIGHT 305

PORTLAND TO SEATTLE

11/24/71

CAA - HIJACKING; EXTORTION

REFERENCE: Airtel 11/30/71 EXAMINATION REQUESTED BY: Las Vegas SPECIMENS: Envelope, Q1 Message, Q2

> Enclosed specimens described separate Laboratory report.

One latent fingerprint of value Q2: No latent prints of value developed Q1.

Latent fingerprint not identical fingerprints following persons:

b6 ъ7С

Enc. (2)

- Seattle (164-81)

1 - Sacramento

1 - Portland

John Edga Ha

(Continued on next page) sub G

EC 131971

FBI - SEATTLE

THIS REPORT IS FURNISHED FOR OFFICIAL USE

SAC,	Las	Vegas		December	10,	1971

This report supplements and confirms Butel 12/8/71.

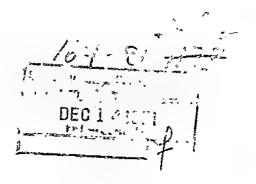
Page 2 LC #A-45410 b6 b7С

Dota December 3, 1971
residing at the home of
information: provided the following
Intormation:
On November 24, 1971, while employed as a stewardess for Northwest Airlines, she flew on Flight 305 which originated in Washington, D. C., arrived at Minneapolis, Minn., about 10 a.m., and she boarded shortly thereafter. She said the crew for her flight were Pilot WILLIAM SCOTT. Senior Stewardess B Stewardess and C Stewardess
, and o otomat acos
advised that her flight departed Minnea- polis, Minn., at 10:35 Central Standard Time, with a light load, less than half, and flew to Great Falls, Hontana, then to Missoula, Montana, then to Spokane, Washington, and Portland, Oregon. She said that the aircraft departed Portland, Oregon at 2:53 Pacific Time, and arrived two hours and fifty-three minutes later at Seattle which is normally a 36 minute flight.
Just before the gave the word for take off from Portland, took a beverage form to the aft jump seat. There was a man in seat 18 E, middle right aft passenger seat, and as she, faced the barrier strip, she observed dropping a note, stand up, and unfasten the barrier strip and sit down next to the man in seat 18 E. appeared emotional in that she was trying to speak to her, was moving her lips, but other than no other words came out.
picked up the note lying at her feet and read it which, to the best of her recollection, is as follows:
"Miss, I am hijacking this plane. I have a bomb. Sit next to me."
The aircraft lifted off the runway at 2:58 and used the interphone to advise the pilot the ship was being
2/1-2/71 Philadelphia 164-133
6A /64-81 -4109
SA JWC/188 Date dictated 12/3/71 Sub-
document contains neither recommendations nor conclusions of the FBI. It is the property of the SBRGHRD & Lancad NO FILED SERIAL FILED MY FILED DEC 1 41971 FBI — SENI ILE
DB Cooper 28039

1 SE 164-81 EJA/slb

The following personnel at Northwest Airlines, SeaTac International Airport, were interviewed on December 6, 1971, by SA EDWARD J. ANDERSON, regarding the Opaque polyethylene bag alluded to in the Sacramento airtel to Seattle, November 29, 1971. Each stated that the type bag displayed is not the standard type used by Northwest Airlines nationwide. It is possible that this bag may have been substituted aboard #305 on November 24, 1971, by airline personnel somewhere along the line, but it is highly improbable:j

Service;	, Tr	ansportation
service,		



b6 b7C FILE (164-81)

12/14/71

SAC, SEATTLE

NORJAK

Re Seattle letter 12/13/71 transmitting copy of a letter received by the managing editor of the SEATTLE TIMES on 12/13/71, signed "D. B. COOPER."

On 12/14/71 SA _______ called from the Bureau. He advised that the UPI carried an article today concerning a letter received by the LOS ANGELES TIMES; and wanted to know where the original of this letter could be located since Los Angeles advised they had a copy.

I told him that the SEATTLE TIMES likewise received a copy, as did the WASHINGTON POST and the NEW YORK TIMES, and that we had sent a wire to Los Angeles, New York and WFO to get the copy received by them.

While talking to SA ______, I called ______ at the SEATTLE TIMES, who had furnished the letter originally and he said he had given us everything they received.

I advised ______ that I suspected that very likely the original was still in the hands of the writer.

JEM:eon (3)

DB Cooper 28048

SEARCHED INDEXED
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DE C 1 4 1971
FBI SEATTLE

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DIRECTOR, FBI (164-2111) Attention: FBI Laboratory 12-13-71

SAC, SEATTLE (164-81)(P)

NOBJAK

Enclosed is one copy of a letter and the envelope in which it was mailed, received this date by the Managing Editor of the Seattle Times Newspaper, Seattle, Washington.

Instant letter is signed D. B. COOPER and indicates that copies of that letter were sent to the Washington Post, the New York Times and the Los Angeles Times.

The writer of the letter claims, among other things, that he is not a boasting man; that he left no fingerprints; that he wore a toupes; and that he wore putty make-up.

The	letter	itself was	possibly	handled	bv
		ttle Times.			

The Laboratory is requested to make an examination of the enclosed letter, in order to determine any similar letters that have been forwarded. The Laboratory is also requested to determine if the paper on which the letter is written could conceivably be from government stock, noting that it resembles the carbon copy of the airtel material used by the Field Offices.

It is also requested that the enclosed letter and envelope be processed for latent fingerprints.

WFO, New York and Los Angeles have also been requested to obtain the copies of these letters sent to the indicated newspapers and forward them to the Bureau.

2 - Bureau (Enclosures 2) 3 - Seattle

CEF/ksw (5)

> Dub-164-81-464

> > DB Cooper-28049

ь6 ь7с NRØ13 SE PLAIN 1039 PM URGENT 12/13/71 FEE TO WFO

NEW YORK

LOS ANGELES FROM SEATTLE (164-81) 1P

NORJAK.

RE D.B. COOPER LETTER.

THE SEATTLE TIMES, SEATTLE, HAS TURNED OVER TO THE SEATTLE OFFICE A LETTER RECEIVED BY THE NEWSPAPER TODAY ADDRESSED TO THE MANAGING EDITOR OF THE SEATTLE TIMES, BEARING THE POST MARK "U.S. POSTAL SERVICE. WA NINE EIGHT ZERO" WITH THE DATE DECEMBER ELEVEN, SEVENTY-ONE, POSTMARK INDICATES LETTER WAS MAILED IN THE GREATER SEATTLE AREA, BUT OUTSIDE THE CITY OF SEATTLE ITSELF. THE LETTER SIGNED "D.B. COOPER," HE CLAIMS HE LEFT NI FINGERPRINTS, THAT HE WORE A TOUPEE, AND WORE PUTTY MAKE-UP.

LETTER INDICATES COPIES WERE SENT TO THE WASHINGTON POST, THE NEW YORK TIMES AND THE LOS ANGELES TIMES.

WFO, NEW YORK AND LOS ANGELES ARE REQUESTED TO OBTAIN, IF
POSSIBLE, THE COPY OF THE LETTER RECEIVED BY THE INDICATED NEWSPAPER
AND FORWARD SAME TO LABORATORY FOR APPROPRIATE LABORATORY EXAMINATION, INCLUDING USE OF THE TYPWRITER AND FOR LATENT FINGERPRINT
EXAMINATION. SEATTLE IS FORWARDING TODAY ITS COPY OF INSTANT LETTER.

END

JJS FBI LOS ANGELES

164-81-4150 8050____

CLR DB Cooper-28050

FD-36	(Rev. 5-22-64)						
	all standard med		4.27		ননু∕		
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	•			Date: 12/8/71	-	į	1
Trans n	mit the following	in			•	 -	
•••	AIRTEL		(Type in	plaintext or code)			
Via				(Priority)	 	- i !	
	TO:	SAC,	SEATTLE (164-81)	SuB-	D.	<u> </u>
	FROM:	SAC,	PHILADELPHIA (1	64-133) (P)		E.	
	SUBJECT:		; aka Dan Cooper		•	G.	
		North Portl	west Airlines, land to Seattle,	Flight 305 ₅ 11/24/71		H	
		CAA -	HIJACKING; EXTO			Q	
	, , , , , , , , , , , , , , , , , , ,	• • • • •				-	
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	JWC/ljw (6)			l.	FBI - SF	910	
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	Approved:	M		y .	W D	DB Coope	- r 28051
<i>,</i>		pecial Ag	ent in Charge	nt	_M Per	 .	

To: SAC, Seattle SuB — M From: Director, FBI NORJAK Reurairtel 11/25/71. Enclosed are the films forwarded the Bureau in connection with captioned matter. Seattle should insure these films are protected as evidence. If it is necessary to return any of this material to the source, insure that they are appropriately advised of the evidentiary nature of this material and take appropriate precautions to insure its return if needed. Consider contact with the U. S. Attorney's Office prior to returning the films for his guidance. In accordance with Section 66, Volume III, Manual of Instructions dealing with photographing ransom or loot, immediately submit a letter suitable for dissemination to U. S. Secret Service Headquarters in Washington, D. C. Enclosures (3) LEGG 1971 INSUMBLE AND	Transmit	the following in	, Date: Dece	ember 7, 1971
To: SAC, Seattle SUB — M From: Director, FBI NORJAK Reurairtel 11/25/71. Enclosed are the films forwarded the Bureau in connection with captioned matter. Seattle should insure these films are protected as evidence. If it is necessary to return any of this material to the source, insure that they are appropriately advised of the evidentiary nature of this material and take appropriate precautions to insure its return if needed. Consider contact with the U. S. Attorney's Office prior to returning the films for his guidance. In accordance with Section 66, Volume III, Manual of Instructions dealing with photographing ransom or loot, immediately submit a letter suitable for dissemination to U. S. Secret Service Headquarters in Washington, D. C. Enclosures (3) Alob. C. SMESSEO BROWN AND ARCHARGE STATE OF THE ACCOUNTS		The following in	(Type in plaintext or code)	
Reurairtel 11/25/71. Reurairtel 11/25/71. Enclosed are the films forwarded the Bureau in connection with captioned matter. Seattle should insure these films are protected as evidence. If it is necessary to return any of this material to the source, insure that they are appropriately advised of the evidentiary nature of this material and take appropriate precautions to insure its return if needed. Consider contact with the U. S. Attorney's Office prior to returning the films for his guidance. In accordance with Section 66, Volume III, Manual of Instructions dealing with photographing ransom or loot, immediately submit a letter suitable for dissemination to U. S. Secret Service Headquarters in Washington, D. C. Enclosures (3) BEG 1971 BEG 1971 BEG 1971 BEG 1971 BEG 1971	Via 🔨		(Priority)	
Reurairtel 11/25/71. Reurairtel 11/25/71. Enclosed are the films forwarded the Bureau in connection with captioned matter. Seattle should insure these films are protected as evidence. If it is necessary to return any of this material to the source, insure that they are appropriately advised of the evidentiary nature of this material and take appropriate precautions to insure its return if needed. Consider contact with the U. S. Attorney's Office prior to returning the films for his guidance. In accordance with Section 66, Volume III, Manual of Instructions dealing with photographing ransom or loot, immediately submit a letter suitable for dissemination to U. S. Secret Service Headquarters in Washington, D. C. Enclosures (3) BEG 1971 BEG 1971 BEG 1971 BEG 1971 BEG 1971				
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Reurairtel 11/25/71. Enclosed are the films forwarded the Bureau in connection with captioned matter. Seattle should insure these films are protected as evidence. If it is necessary to return any of this material to the source, insure that they are appropriately advised of the evidentiary nature of this material and take appropriate precautions to insure its return if needed. Consider contact with the U. S. Attorney's Office prior to returning the films for his guidance. In accordance with Section 66, Volume III, Manual of Instructions dealing with photographing ransom or loot, immediately submit a letter suitable for dissemination to U. S. Secret Service Headquarters in Washington, D. C. Enclosures (3) BECO 1971 INC. Market C. DECO 1971 INC. Market C. DECO 1971		From: Director, FBI	· · · · · · · · · · · · · · · · · · ·	6
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		connection with captioned films are protected as evirturn any of this material are appropriately advised material and take appropri if needed. Consider contaprior to returning the film of Instructions dealing wiimmediately submit a letter U. S. Secret Service Heads	matter. Seattle should dence. If it is necessal to the source, insure of the evidentiary naturate precautions to insure at with the U.S. Attorned at Section 66, Volume I. Ith photographing ransomer suitable for disseminations.	insure these hary to that they re of this return ney's Office II, Manual or loot, ation to
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	AIRTEL	AIRMAIL (Priority)	
		(Phonty)	. L -

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_	TO:	S/C, SEATTLE (164-81)	
ĺ			,
	FROM	SAC, LAS VEGAS (164-60) Course	
		UNSUB, aka	į
	1	Dan Cooper	•
	I	HIJACKING NORTHWEST FLIGHT #305,	
	ć	HIJACKING NORTHWEST FLIGHT #305, 11/24/71; CAA - HIJACKING; EXTORTION 50B. MA	PC
	Č	00: Seattle	·
		• • • • • • • • • • • • • • • • • • • •	
	٠ ټ	Re Sacramento teletype, 12/2/71, requesting	
	routing o	of hijacked plane from California to Nevada.	
		Bullion 1 household for Comments and Contain	_
	are two (Enclosed, herewith, for Sacramento and Seattle copies of insert of investigation concerning SA and one copy for each office of the radar tracking on Northwest Flight #3	.e
	same by	SAand one copy for each office	!
	of a map	of the radar tracking on Northwest Flight #3	805
		nchmen's Reservoit, California, to Municipal Reno, Nevada.	
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	2 - Sacra 1 - Las V	amento(Enc.2)	_
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LV 164-60 MTB:jhp 1 Period November 25-26, 1971

On November 25, 1971,

FAA, Tower Supervisor, Municipal Airport, Reno,
Nevada, furnished SA a map of
the Radar Tracking of Northwest Flight Number 305,
November 24, 1971, from Frenchmen's Reservoir
California, to Municipal Airport, Reno, Nevada.
This plane entered the State of Nevada at
a point approximately twenty-five miles north
and fourteen miles west of Reno, Nevada, aiport.

b6 Per FAA b7C Per FAA

On November 26, 1971, SAs THOMAS G. DEMPSEY

and with Washoe County

conducted an air search over the

above flight pattern area of Nevada. Nothing pertient

b7c

in this case was found.

DB Cooper-28054

SECONDED HOS SECONDED DEC 1971
FBI-SEATTLE

164-60-53

It and its contents are not to be distributed outside your opency.

FEDERAL BUREAU OF INVESTIGATION

1	Dote 12/1/71
	residence was interviewed at the Reno Rap, Nevada, on the late evening of November 24, d early morning hours of November 25, 1971. He on Northwest Airlines
Flight 3	05.
or 3:59 signal fi series o	advised that according to some notes he concerning the incident, it was at 2759 Zulu time p.m. Pacific Standard Time that he received an emergency rom hostess on the intercom with a f bells signaling that they had trouble on board. a pre-arranged flight signal for such emergencies ade a notation in his book of the time of this tion.
from and adde	Almost immediately thereafter, he received a note advising she thought they were being hijacked d she was not kidding.
containi	Subsequently, hostess brought n what appeared to be a standard 6 x 9 tablet written elt pen as well as an envelope that had notations also ng the figure \$200,000, two back parachutes, two cks and under it a time of 5:00 p.m.
of the a them at	Hostess then went back to the compartment with the hijacker at which time he insisted that all bove items be physically present and waiting for the Seattle Airport upon their arrival and prior landing.
the hija in a kna be retur original	received the impression that the above had been carefully thought out in advance in that exer specified that the money was to be furnished exack and even insisted that a discarded match coverned to him. He also insisted on the return of the and note and the envelope and appeared especially careful at nothing of his was left behind. SEARCHED INDEXED SEARCHED INDEXED INDEXED SEARCHED INDEXED INDEXED SEARCHED INDEXED INDEXED SEARCHED INDEXED INDEXED INDEXED SEARCHED INDEXED INDEXED INDEXED INDEXED SEARCHED INDEXED
11/24/71	DECA 31971 FBI—SEALILED
SAC HARO	D E. CAMPBELL, JR., and HINDERLITER, JR. HEH/skh Pote distant 11/30/71

	Date 12/1/71	
	residence telephone , was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971 and early morning hours of November 25, 1971. He on Northwest Airlines Flight 305.	b6 b7
	noted that he was present during the interviews of hostess and third officer such concurred with the information as supplied by them. He recalled that the hijacker had indicated the	b6 b7
	bomb had an electrical fuse and instructed the hostess that radio transmissions be limited as much as possible so that they would not set it off.	
· ·	He advised that the landing at Scattle was made at 5:45 P.M., Pacific Standard Time, and that the hijacker had indicated that once the money and parachutes were brought on board and that re-fueling was simultaneously taking place, the passengers would be permitted to depart.	•.
	also stated that there was a delay on the ground in securing the chest-type paraclutes and when they did not arrive as quickly as had been hoped for, the crew, through hostess, requested permission to land anyway without them and the hijacker refused permission for same. At some point in negotiations with the hijacker, he indicated an awareness that parachutes would be obtained from McChord Air Force Base and indicated that it was only 20 miles away from the Seattle Airport.	Ъ6 Ъ7
	added that after take-off at 7:36 P.M., they received a call from the hijacker around 7:42 P.M., at which time he indicated that he was unable to get the stairs lowered in flight. They then slowed down the aircraft air speed and subsequently observed the cockpit signal light that the rear stairs were down. At that time the Captain instructed the hijacker to sound the bell on the intercom in the event he wished to make any further contact with them, which he agreed to do.	ье ь7
On	11/24/71 of Reno, Nevada File# LV 164-60	
, Ьу	SAC HAROLD E. CAMPBELL, JR. and SAH, F. HINDERLITTER, JR. (HEH:skh) Doto dictated SEARCHED	•
This it end	doctiment contains neither recommendations for conclusions of the FBI. It is the property of the FBI and is loaned to your does to be its contents are not to be distributed outside your agency. DB Cooper 28060	

		Date	11/30/71
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	reside	nce	
<u> </u>	, 200240		viewed at the
Reno Airport, Reno,			
1971, and early mor	ning hours of N	ovember 25,	1971. She
dentified herself	as a hostess on	Northwest A	irlines Flight
305.	• ,		•
Shendly a	ftan takaass sn	on Dontland	Oregon, en route
to Seattle, Washing			
1971, a male passen			
ave a note to Host		no, ano aug i	showed
the note to Hostess		as also in t	he roar passenger
compartment. The n			
ijacking the plane			
he note further in			
200,000.00.			k to the male
assenger seated		note, at which	
ndicated that he w			
idding. He added			
black attache-type			
pen and he had his	hand inside sa	me. At this	timo
	ongside the ind		
ifter lighting a ci			
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ere connected to t s approximately eight			
nches in diameter.			
pon observing the	contents of the	attache cas	e that it was Aul >
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			107-01-1006
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ga H. E. HINDERLITE gan harold E. Campb	r, jr. ELL. jr. (hec:t		11/26/71

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DB Cooper 28062

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- -				. January .	M	

11/30/71 ... Nevada File # LV 164-60

SA THOMAS J. WILLIAMS:kmc

Date dictated 11/30/71

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	Date 17	12/12		
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	Sheri	ff*s		b6
Office,	Nevada, advised his department has records reflection	ertment og that	•	Ъ7С
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		<u> </u>		
were re	stated that fingerprints of turned from the FBI Identification Div	rision		ь6 _і ь70
with a r	notation to the effect there was no crecords on file with the FBI.	riminal	- :	
arrest.		• that	-	b 6
he is a	white male, born]	ь70
hair, b	five feet inches. 160 pounds.	brown		
	He listed the following residences:		•	
, ,	. He IISled the fortourne representation	1		ъ6
		. ,		b70
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		F 15 W. T	\JU	
State B	Fingerprints records returned by Coureau of Criminal Identification and	alifornia Investigati	ion.	
Sacrame	nto. California under <u>number </u>	ITELLECL	riff's_	ъ6 ъ70
	was fingerprinted by	- June	- 4- 4- 4	27.0
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Nevada

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DB Coopet-28072

12/2/71

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SA THOMAS J. WILLIAMS/sf 11/30/71 Date dictated...

11/30/71

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FEDERAL BUREAU OF INVESTIGATION

•	•			Date 12/2	2/71	
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number :	unknown.	s described	i as:	, .		;
	Race: Sex: Date of Birt Height: Weight: Hair: Eyes: Social Secur Number:					b6 b70
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On_11/30/71	_at _	Nevada	FI	10 # LV 164	-60	b6
by SA	ajr_		D:	ate dictated	12/1/71	
This document contains noi it and its contents are not t			Bl. It is the pro	perty of the FB1 on		per 28075

Dāta	11/26/71	
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The ash tray from the seat reportedly occupied by the unknown subject was examined and noted to contain a number of cork tipped cigarette butts. Those cigarette butts were obtained by SA JOHN F. RICKS.

SEARCHED INDEXED SERIAL XED M. FILED DEC 1 3.1971
FBI — SEAL ILE

On_	11/25/71	Reno,	Nevada	LV 164-60	
Ъу	SA JOHN F.	RICKS:	jd	11/26/71 Date distated	

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FEDERAL BUREAU OF INVESTIGATION

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on this date	6 7C
' Iduviseu that to his knowledge	6 7C
CHECKER CHE CTE CORNECT OF CHIE	6 7C
Regarding the tie clasp with the imitation pearl centerpiece, attached to the tie, they concurred in advising that they would have no way knowing where it had been manufactured or sold.	
11/29/71 of Las Vegas, Nevada File# LV 164-60	***************************************
SA FRANCIS I. SCHMIDT: jhp Date dictated 11/29/71	

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DB Cooper-28077

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Nevada, 164-81-1022 My My My File F. IV 164-60	regar owner was	Department of Motor Vehicles, evada, advised that Nevada license is 8 Volkswagen, 2-door Stationwagon, Vehicle Number (VIN) Registered and e shown as	b6 b7
Neveda, 64-81-1025 64-81-1025 11/30/71 of Neveda File # IV 164-60	, Thi	s vehicle was	b6
164-81-1022 My 1764-60 Neveda File # IV 164-60	Nevada,	`	B/
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-SA- Date dictated 12/2/71	-11/30/71 °'	Neveda File # LV-164-60	ь рь Б7
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DB Cooper 28078

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Division	of Driver's License, Department of Motor Vehicles, Nevada, furnished the attached copies of
applicati	on for driver's license, road test score, record
or examin	ation, inquiry regarding renewal of driver's and record of

164-81-1023 DEC DEC 1111

by SA THOMAS J. WILLIAMS: kmc Date dictated 11/30/71

This document contains notifier recommendations not conclusions of the FBI. It is the property of the FBI and is loaned to your agency:

			Date	11/30/71	
	1				
	of that 27, 19 a note to a pl Thanks The envelop 1971, 1	e, Reno, Nevada, ad t newspaper had ope 71, between 8:00 a. composed from word lain white sheet of for Hospitality welope in which the pe postmarked, "Oak PM". It was addres	wised that the hand an envelope m. and 8:30 a.m s cut from a ne paper. The no as in a rut D. note was maile dale, Ca., 9536 sed to "Reno Ne	e on November a. and had found ewspaper and pasted te said, "Attention! B. Cooper, ". ed was a white il, November 27, ewspaper". "Reno.	in b
	of the	advised newspaper had hand	that at least led the note.	eight employees	b
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	<i>:</i>			Sub. L	1_
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)ก	11/29/71	ot Reno, Nevada	File#	LV 164-60	_

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	On Novembe	r 30.	1971, oʻl	servation reflected	of	,	
(Datsun two-door seda	n, co	lor brown	, Nevada l	icense		
١	, parked in dr	ivewa	y.			•	

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LV 164-60 Nevada 11/30/71 File#

11/30/71

12/1/71

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Date.

SA THOMAS J. WILLIAMS/sf Date dictated.

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DB Cooper-28089

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11/26/7

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Agents JOHN F. RICKS and ALF T. STOUSLAND the two seats which she had observed to be occupied by the unknown subject. Thereafter, those areas were processed for fingerprints. In addition the telephone, the area around the rear door, the rear door and four plastic drinking glasses found in the trash receptacle by the back door were also processed for fingerprints. Fingerprint impressions obtained were all initialed by SA STOUSLAND. In addition, a cloth towel affixed to the rear of one of the seats reportedly occupied by the unknown subject was removed and initialed by SA STOUSLAND. On that towel was noted what appeared to be a short human hair.

SERICHED INDEXED SERIALIZED MY FILED MY

SA JOHN F. RICKS
SA ALF T. STOUSLAND ATS: is 11/26/71

Date dictated,

This document contains neither recommendations not conclusions of the FBI. It is the property of the FBI and is loaned to your agency:
It and its contents are not to be distributed outside your agency.

1	Date 11/29/71
AND THE PROPERTY OF THE PROPER	•
0. 43.4 3.3	
On this date, the r	eporting Agent made available to
of Wellia Air	Force Base, a parachute which
	on a Boeing 727 Northwest Orient
	the night of November 24, 1971.
	at Nellis
Air Force Base and	
	resence of the reporting Agent, hute, and announced that prior
to its having been released f	
pulling the rip cord, it was	
	a parachute jump. They advised
	s attaching the chute itself to
	ally packed in. They also noted
	self was in good condition, two
	ng same to the canvas pack had dvised that this type of parachute
	pers inasmuch as the pilot chute
had been removed and removal	was noted on the inspection card
contained in a pocket of the	canvas pack. This card identified
the parachute as a 24 foot Ri	pstock type; DA-58-53912 as the
serial number; manufactured i	n October 1959; owned by the
that the parachute had been i	Washington., This card showed nspected and repacked on September
16, 1971, at Issaguah, Washin	
Riggers License Number 157963	
	b7c
	tated that his expert opinion that
	onal condition prior to its release
	ulling of the rip cord was contingent pened and repacked said parachute
	inspected and repacked by Rigger
	inspection card record contained
in the canvas pack at time of	
	licensed and when they sign the
-	ifying that said parachute is packed
so as to be in a life saving	condition. Therefore, he is of the
	he rip cord and released the chute occeded to cut the shroud lines free / 1/2
	ut and removed two of the shroud lines
Of one only of the role of the role	164-81-1021 (
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TUTE STUNE CHAP BIT	SERIALIZEDFILED
11/26/71 •Nellis Air Force Ba	se Nevadarile# LV 164+60 DEC 1 31971
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SA FRANCIS J. SCHMIDT - tlw	Date dictated11/26/71

		Date 12/2/71	
Was listed to a Identification owner is	Department evada, advised that N 1971 Datsum, 2-door Number (VIN)	_	
0n	Jime 9. 1971, the ti	tle was issued to the	***
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DB Cooper 28092

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was called to himself to him	1 &S	of a person verson,	who identifie	đ
Depu Nevada, was called to	ty advised that o	Sheriff's On November 29	fice,]
			•	

DB Cooper-28093

Sheriff's Office. b6 b7C advised Nevada. He stated that the records the Sheriff's Office indicate she is described follows: White Female Sex Date of Birth b7C Height Weight Eves Complexion Build Place of Birth Occupation Social Security Number further related that their records indicate ъ7С He further related that she ,.•b6 ∙ъ7с continued that $0n_{12/2/71}$ File # LV 164-60 Nevada Date dictated_ This document contains noither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency: it and its contents are not to be distributed outside your agency.

DB Cooper 28094

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LV 164-60 TJW:kmc 1.

ADMINISTRATIVE DATA:

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	The source stated
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DB Cooper 28096

164-81-1017 DECO: DECO! ь6 ь7с ь7р

Date 12/1/71

WILLIAM A. SCOTT, residence 262 Peninsula Road, Minneapolis, Minnesota, telephone Liberty 5-5524, was interviewed at the Reno Alrport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. He advised that he was the captain on Northwest Airlines Flight 305.

Captain SCOTT advised that he was present during the interview of all of his crew members and that events, as supplied by them, were correct to the best of his recollection and he had no partinent additional information to provide at this time. He added that he personally had no direct contact or observation of the hijacker and was, therefore, unable to provide a physical description.

SEARCHED _____INDEXED____ SERIALIZED ______ SERIALIZED _____ DEC 1 31971 FBI — SCALLE

n-11/24/71 or Reno, Nevada File #_LV-164-60

SAC HAROLD E. CAMPBELL, JR. and

SA. H. E. HINDERLITER, JR. (HEH: skh)

Date dictated 11/30/71

This document contains naither recommendations not conclusions of the FBI. It is the property of the FBI and is loaned to your agency: It and its contents are not to be distributed outside your agency.

Data	11/30/71	
V010	** ** / _** V /	

b6 Per FAA b7C Per FAA

⊸ ¹	, Chief, Reno Tower, Federa	11
Aviation	Administration, Reno, Nevada, 1900 National	
Guard Way	, Reno, Nevada 89502, made available a	
transcrip	t of the taped radio conversations between	
Reno Towe	r and Northwest Airlines, flight 305, which	
had been	hijacked while enroute from Portland, Oregon	1
and Seatt	le. Washington.	

stated that all times appearing on b6 Per FAA the transcript are Greenwich Mean Time and that this can b7C Per FAA be converted to Pacific Standard Time by subtracting eight hours. He also stated that the "31" referred to in the conversation is the transponder code "3100" indicating that the aircraft has been hijacked. The Code 11 is a standard transponder code for an aircraft on instruments. The C 130 referred to is an Air Rescue aircraft in the vicinity of the Northwest Airlines aircraft.

SEARCHED___INDEXED___ SERIALIZED___FILED___ DEC 1 31971 FBI—STALILE

On	11/29/71	Reno,	Nevada	•	· .	_File#	LV	164-60		
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This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency:

If and its contents are not to be distributed outside your agency.

:mtc

b6

11/30/71:

12/6/71

ATRTEL.

AIR MAIL

TO : SAC, SEATTLE

FROM : SAC, LAS VEGAS (164-60) (P)

SUBJECT: UNSUB:

HIJACKING OF NORTHWEST AIRLINES

FLIGHT 305 11/24/71

CAA - HIJACKING

EXTORTION

Under separate cover Las Vegas is forwarding directly from the Reno Resident Agency one Pioneer Parachute 26 feet, Ripstop Conical, type 226 manufactured September, 1957.

2 - Seattle 2 - Las Vegas JAN:mtc Sub. G. 164-81-1039

12/8/71

AIRTEL

TO:

DIRECTOR, FRI

ATTN: IDENTIFICATION DIVISION-LATENT FINGERPRINT SECTION

PROM:

BAC, MINNEAPOLIS (164-73) (P)

SHELIECT:

William aka

Dan Cooper:

NORTHWEST AIRLINES PLIGHT 305, PORTLAND TO SEATTLE, 11/24/71

CAA - HIJACKING; EXTORTION

00: Seattle

Re Minneapolis teletype to Bureau, 12/7/71 and Pertland Iteletype to Minneapolis, 12/6/71.

Enclosed for Bureau is ticket purchased by hijacker.

Herthwest Airlines, Ninneapolis International Airport, Minneapolis, Minneapolis, furnished the original of MWAL ticket number 012-144406773-0 dated 11/24/71 and issued to DAN COOPEN for passage on HWAL flight 305 from Portland to Scattle. This ticket was purchased by hijacker of captioned flight.

by many NWAL employees and may be of little value in developing latent fingerprints.

3 - Bureau (Mmc. 1) (RM)

(2)- Seattle (164-81) 2 - Portland (164-41)

3 - Minneapolis

EDL:dja

(9)

SETTICHED INDEXED SERIALIZED MY FIELD STATELY STATELY

DB Cooper 28115

b6

b7C

b6

ъ7С

MP 164-73

Request of Latent Fingerprint Section conduct latent fingerprint exam on this flight coupon to attempt to develop any latent prints of value.

ARMED AND DANGEROUS

- 2 -

NRØ5Ø WA PLAIN 753 PM URGENT 12-10-71 EJF TO NEW YORK (164-627) SEATTLE PORTLAND FROM DIRECTOR (164-2111) NORJAK. . RE NEW YORK AIRTEL DECEMBER FOUR. TWO LATENT FINGERPRINTS DEVELOPED FOURTH PAGE ARTICLE, Q TWELVE, LATENT FINGERPRINTS NOT IDENTICAL PREVIOUSLY REPORTED LATENT FINGERPRINTS THIS CASE OR FINGERPRINTS FBI NUMBER FBI NUMBER b6 b7C FBI NUMBER FBI FBI NUMBER BORN BORN FBI NUMBER CONFIRMING. DEG 1/0 197 END. **b6**

FBI NUMBER GA

PLS CONFIRM

b7C

DB Cooper 2811/

AIRTEL

AIRMAIL

TO:

DIRECTOR, FBI (164-2111)

FROM:

SAC. PORTLAND (164-41) (P)

SUBJECT: UNSUB, aka

Dan Cooper, Northwest Airlines Flight #305,

Portland to Seattle,

11/24/71

CAA-HIJACKING; EXTORTION

(00: Seattle)

Re Portland mirtel to Director, 12/6/71.

Enclosed for Seattle is copy of referenced airtel which was inadvertently not forwarded to Seattle.

Bureau is requested to furnish Seattle a copy of the D. B. COOPER letter postmarked 12/3/71.

2=Bureau 2-Seattle (164-81) (Enc. 1) 2-Portland

NBB: sup

AIRTEL

AIR MAII

DIRECTOR, FBI (164-2111)
(ATIN: FBI LABORATORY)

FROM:

SAC, PORTLAND (164-41) (P)

UNSUB: SUBJECT:

Northwest Airlines Flight 305

企11/24/71

CAA - HIJACKING; EXTORTION SEATTLE 00:

Enclosed for Bureau is one letter for examination from D. B. COOPER, postmarked 12/3/71.

of the same of the same

REQUEST OF BUREAU

The FBI Laboratory is requested to conduct finger-print examination of the envelope and the letter and compare with other latent fingerprints of unknown subject. Elimination prints have not been obtained from those individuals handling the documents, but if such prints would be of any value, Portland will obtain same upon request of FBI Laboratory.

Bureau requested return letter and envelope to Portland when examination has been completed.

3 - Bureau (Enc. 1) (AM-RM) 2)- Portland

BHY:pah (

164-41-

12/10/71

AIRTEL.

AIRMAIL

OT

DIRECTOR, FBI (164-2111)

FROM

SAC, SEATTLE (164-81) (-P-)

SUBJECT: NORJAK

ReBureau airtel 12/7/71.

Enclosed are three copies of a letter addressed to the U.S. Secret Service Headquarters in Washington, D.C., explaining the photographing at Seattle, of the ransom money in captioned case.

For the Bureau's information, the Seattle-First National Bank, who provided the film of the ransom money, advises that the film may be maintained by the FBI, Seattle, to be preserved as evidence in this case.

3 - Sureau (Encl 3) 3 - Seattle CEF:klb

(6)

DB Cooper 28120

164-81-1069

1015 Second Avenue Seattle, Washington 98104 December 10, 1971

Mr. James J. Rowley, Director, U.S. Secret Service, Room 921, 1800 G Street Morthwest, Washington, D.C., 20226

Re: UNKNOWN SUBJECT;

Northwest Airlines Flight \$305,

Portland to Seattle, November 24, 1971

CAA - HIJACKING; EXTORTION

Dear Sir:

Northwest Airlines Flight \$305 enroute from Portland, Oregon, to Seattle, on November 24, 1971, was hijacked and a ransom demand made of Northwest Airlines for \$200,000.

The hijacker instructed that the \$200,000 as well as four parachutes be ready by 5:00 PM, on November 24. 1971.

Northwest Airlines then arranged with Seattle-First National Bank, Seattle, to make the \$200,000 available and the same was microfilmed for later evidentiary use. The film is now in possession of the Seattle Office of the Federal Bureau of Investigation.

Very truly yours,

J.E. Milnes, Special Agent in Charge

3 - Addressee 3 - Seattle (164-81) CEF:klb (6)

Sub-G

MRØ63 WA PLAIN

10:46 PM UPGENT 12-9-71 EJF

TP LAS VEGAS (164-59)

SEATTLE (164-81) .

FROM DIRECTOR (164-2111) 1P

MORJAK

RE LAS VEGAS AIPTEL DECEMBED TE SEVE TYOUS

NO LATENT PRINTS CONTENTS (FOSH TOAY

LATENT PRINT PREVIOUSLY DEPORTED MESCACE, O THO, MOT IDENT-

ICAL ELIMINATION PRINTS.

CONFIRMING. '

END.

DCA

FBI SEATTLE CLP

Sub. G

164-81-105-H

SEARCHED INDEXED

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DEC 0 1971 U

FBI-SEATTLE 0

H

FB1

Date: 12/9/71

fransmit the following in (Type in plaintext or code)

URGENT

TO:

TELETYPE

SAC, PORTLAND (164-41)

FROM: SAC, SEATTLE (164-81)

NORJAK

IF NOT ALREADY INSTITUTED BY PORTLAND, THE FOLLOWING INVESTIGATION SHOULD BE CONSIDERED IN AN EFFORT TO BACKTRACK ON THE HIJACKER IN THIS CASE. A CANVAS OF THE MOTELS IN THE VICINITY OF

THE AIRPORT, DISPLAYING THE ORIGINAL ARTIST'S SKETCH IN WHICH HE WORE GLASSES AND THE REVISED SKETCH WHICH WILL BE FURNISHED TO THE FIELD SHORTLY, SHOWING THE HIJACKER WITHOUT GLASSES. IT IS POSSIBLE THAT THE SUBJECT STAYED AT ONE OF THE MOTELS BEFORE THE FLIGHT.

TWO. CONTACT THE AUTO RENTAL AGENCIES SUCH AS HERTZ AND AVIS, AND DISPLAY THE SKETCHES TO THEM ON THE OFF CHANCE THAT THE SUBJECT MIGHT HAVE TURNED IN A RENTAL UNIT ON NOVEMBER TWENTYTHREE OR TWENTYFOUR LAST,/IN THE IMMEDIATE TIME AREA.

THREE. CHECK WITH AIRPORT SECURITY FOR ANY POSSIBLE CARS PARKED AT THE AIRPORT THAT HAVE BEEN THERE FOR SUCH A PERIOD OF TIME AS THEY MIGHT BE CONSIDERED AS A SUSPECT VEHICLE IN THE HIJACK.

CEF:klb

DB Cooper-28123

MRØ1Ø WA PLAIN

4:18AM URGENT 12-9-71 DCW

TO LAS VEGAS (164-6Ø)

PORTLAND

SACRAMENTO

SEATTLE (164-81)

FROM DIRECTOR (164-2111) 1P

NORJAK

RE LAS VEGAS AIRTEL NOVEMBER THIRTY SEVENTYONE.

ONE LATENT FINGERPRINT DEVELOPED MESSAGE, Q TWO. NO LATENT

PRINTS ENVELOPE Q ONE.

LATENT PRINT NOT IDENTICAL FINGERPRINTS FOLLOWING PERSONS:

FBI NUMBER

FBI NUMBER

FBI NUMBER

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BORN

FBI NUMBER

CONFIRMING.

FBI NUMBER

FBI NUMBER

FBI NUMBER

NRØØ9 WA PLAIN 4:20AM URGENT 12-9-71 DCW TO PHILADELPHIA (164-133) SEATTLE (164-81) MINNEAPOLIS (164-73) FROM DIRECTOR (164-211) IP NORJAK RE PHILADELPHIA AIRTEL DECEMBER THREE SEVENTYONE. FIVE LATENT FINGERPRINTS DEVELOPED LETTER, Q FOUR. NO LATENT PRINTS ENVELOPE. Q THREE. TWO LATENT PRINTS IDENTICAL ELIMINATION PRINTS OTHER LATENT PRINTS NOT IDENTICAL PRINTS OR PRINTS FBI NUMBER FOLLOWING PERSONS: FBI NUMBER

FBI NUMBER FBI NUMBER FBI NUMBER DOB BORN FBI NUMBER CONFIRMING.

END

ACK NR009 010 KK

RECEIVED NROOS & XXXXXX NROLO FBI SEEGLED SWD FBI SEATTLE

164-81-929

b6 b7C

AMAINED MY STIED

DEC SV

DB Cooper-28126

Washington, D. C. 20537

REPORT of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

164-81

YOUR FILE NO. FBI FILE NO.

164-2111

LATENT CASE NO.

A-45410

TO: SAC, Seattle

UNSUB.:

NORTHWEST AIRLINES FLIGHT 305

RE: PORTLAND TO SEATTLE

11-24-71

CAA - HIJACKING: EXTORTION

Letter 11-29-71 -

REFERENCE: EXAMINATION REQUESTED BY:

Seattle

SPECIMENS:

Three paper items

. Twenty-four latent fingerprints and five latent palm prints of value developed specimens. One latent fingerprint made by tip area of finger and one latent fingerprint made by lower joint area of finger.

Twenty-three latent fingerprints not identical fingerprints following persons, whose palm prints are not contained Identification Division files:

THIS REPORT IS FURNISHED FOR OFFICIAL

Enc. (3) · · ·

TG4-81~ (Continued on next page)

SFARLHED

December 7, 1971

1 - Portland

1 - Minneapolis

1 - Las Vegas (164-60)

John Edga

SERIAL

DB Cooper 2812/

Bulky Exhibit - Inventory of Property FD-192 (Rev. 10-6-65)	julied as Evidence
----------------------------------------------------------------	--------------------

	E E	,	
Date	120	12/9/71	
<i>Dave</i>	·		

Title and Character of Case

NORJAK

b6 1-ce, G.

DB Cooper 28129

								_
Date Property Acquired	Source From V	hich Property Acquir	ed				North	west
	was in S	based at he on 11/25/7	1 to exa	amine i	nstant a	airpl	ane a	
Location of Property or Bulk 164-81- CAD INC	y Exhibit	Reason for Retention					<u>r</u> ng	
and Flora		Possible ev	idence :	in hija	cking ca	ase		

Description of Property or Exhibit and Identity of Agent Submitting Same

Parts of a magazine as well as the cover which was torn from the magazine and a piece of notebook paper torn out with printing thereon made by a felt marking pen. The above material was found pushed down behind a seat on captioned aircraft but there is no known connection between these papers and the hijacker. Exactly what seat they were found in is not stated but is believed they did not come from the seat used by the hijacker. The Bureau has examined the papers and has found 24 latent fingerprints and 5 latent palm prints of value.

SA CHARLES E. FARRELL

SEMIANNUAL INVE	NTORY CERTIFICATION TO 3	USTIFF RETENTION OF FI	ROPERTT (Initial and Date)
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•			164-81-13(2)
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SAC (164-81) (P)	12/8/71	
SA	•	
UNSUB, aka Dan Cooper; NORTHWEST AIRLINES FLIGHT 305	•	
PORTLAND TO SEATTLE, 11/24/71 CAA-HIJACKING; EXTORTION OO: SE	RE: Boeing Technical Data RE:	
On 12/2/71,	eattle, Washington, furnished the	b3 b6 b7C
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JCN/djs (3)	JEC 81971 HBI-SEATTLE	*

DB Cooper-28130

ь6 ь7с SAC, SEATTLE (164-81)

12/6/71

SAC, PORTLAND (164-41) (P)

UNSUB, aka
Dan Cooper
Northwest Airlines Flight 305
Portland to Seattle
11/24/71
CAA-HIJACKING; EXTORTION
OO: SEATTLE

Re Portland teletype to Seattle, 12/6/71, and Seattle teletype to Portland, 12/3/71.

On 12/6/71, Federal Aviation
Administration, Security Division, Portland International
Airport, Portland, Oregon, provided the enclosed copy of
subject's ticket stub.

b6 Per FAA b7C Per FAA

ARMED AND DANGEROUS.

2 Seattle (Enc 1) (AM) (RM)

2 - Portland

DGM:pjb (4)

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Sub. II. 164-81-1052

DB Cooper-28132

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FEDERAL BUREAU OF INVESTIGATION Washington, D. C. 20535

To: SAC, Las Vegas (164-60)

Date:

December 7, 1971

Re: UNSUB:

NORTHWEST AIRLINES FLIGHT 305, PORTLAND TO SEATTLE,

11/24/71

CAA - HIJACKING; EXTORTION

Seattle

Examination requested by:

Examination requested:

164-2111 FBI File No.

Lab. No.

D-711206032 LL D-711206033 LL

Las Vegas. Philadelphia, Sacramento

D-711203049 LL

b6 ъ7С

John Edgar Hoover, Director

Reference:

Airtels 11/30/71, 12/3/71, 11/30/71

Document - Fingerprint

DO NOT INCLUDE ADMINISTRATIVE

PAGE(8) INCOMMATION IN INVESTIGATIVE REPORT

Remarks:

Q1 through Q4 will be returned with the fingerprint report.

Sacramento is referred to Las Vegas teletype to the Bureau, dated 11/30/71, requesting photographs of Q1 and Q2 for CII, Sacramento. These photographs are enclosed for Sacramento and are to be delivered to Supervisory Special Agent, CII, for comparison with the Zodiac case. The hand printing on Ql is disguised and nothing of significance was noted in the comparison with the questioned hand printing in the case "Zodiac; Extortion, OO: Sacramento,"

Sacramento file 9-68, Bureau file 9-49911. No connection could be established by the Laboratory between Q1 and Q2 in captioned case and the Zodiac case.

Enclosures (2) (2 Lab report)

2-Philadelphia (164-133) Enclosures (2) (2 Lab report) 2-Sacramento, (164-50) Enclosures (5) (Photographs of Q1 and

Kl, 2 Lab report)

25 Seattle (164581) Enclosures (2) (2 Lab report)

2-Portland Enclosures (2) (2 Lab report) 2-Minneapolis (164-73) Enclosures (2) (2 Lab

DEC 8 1971

FBI - SEATTLE S

ADMINISTRATIVE PAGE

REPURI of the



FEDERAL BUREAU OF INVESTIGATION Washington: D. C. 20535

To:	SAC,	Las	Vegas	(164-60)
-----	------	-----	-------	----------

December 7.

FBI File No.

Lab. No.

164-2111 D-711206032 LL

Ro: UNSUB: NORTHWEST AIRLINES FLIGHT 305,

D-711206033 LL

PORTLAND TO SEATTLE.

D-711203049 LL

11/24/71

CAA - HIJACKING; EXTORTION

12/4/71 from Las Vegas Specimens received

- Q1Envelope postmarked "OAKDALE, CA NOV 27 PM95361," addressed "RENO NEWSPAPER RENO NEV."
- Q2Accompanying piece of paper with cutout words forming the message "ATTENTION Thanks for Hospitality was IN A RUT D. B. Cooper,"

Specimens received 12/4/71 from Philadelphia

Q3 Envelope postmarked "U. S. POSTAL SERVICE, MN 553 PM 1971" addressed

Q4 Accompanying one-page handwritten letter dated Nov. 25, 1971, beginning

Specimen received 12/2/71 from Sacramento

One copy of the final edition of the 11/26/71 issue of the MODESTO BEE

Result of examination:

. Q1 through Q4 were not identified in the Anonymous Letter File. Appropriate copies of these specimens have been added to this file for future reference

l 64-81 -87 (over)

Page 1

SEARCHED. SERIALIZED////2_FILED_ DEC(8/ 1971 FBI - SEATTLE

DB Cooper-28135

b6 b7C

b6 ъ7С

FD-36 (R	ter. 5-22-64)		
	•	■ ,	
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		FB!	
		Date: 12/3/71	٠.
Transmit	the following in	· · · · · · · · · · · · · · · · · · ·	·
TIGHSHILL	. the following in	(Type in plaintext or code)	- •
Via	ATRTEL	AIRMAIL	
* 1.U		(Priority)	
		·	
		SUB- D	
		E	
	TO: SAC,	SEATTLE (164-81)	
	FROM SAC,	LAS VEGAS (164-60)	
	PROPERTY SAC,	LAS VEGAS (164-60)	
	₹ UNSUB	s, aka H	
ļ	Dan C	COOPER TOUR #205	
	11/24	KING NORTHWEST FLIGHT #305	
		HIJACKING; EXTORTION	
	00:	Seattle	
\sim			
. }	Enclo	sed, herewith, for Seattle are two	
Birt 1	copies each o	of FD-302s and inserts of all investigation	
90°7]	of which have	date by the Las Vegas Division, copies not previously been forwarded to Seattle:	
ł			
	INTERVIEW OF	CREW:	
	11/24	4/71 SA H.E. HINDERLITER, JR.	
	A=/ A=	SAC HAROLD E. CAMPBELL, JR.	
•			
		Hostess	ь6 ь70
	11/24	/71 SAC HAROLD E. CAMPBELL, JR.	
	·	SA H. E. HINDERLITER, JR.	
	•		Ъ6
			b7
:	10.	/	
	11/24	71 SAC, HAROLD E. CAMPBELL, JR.	1
			\mathcal{L}
		164-81-1037	ь6
		COAS TO MA STORED	ь7
	2 - Seattle	Since Min Fined	
	I - Las Vegas		
	HEH:jr	FEI - SEATTI E	
•	(3)		
Anni	roved:	Sent M Per DB Cooper-28	813
	Special Agent		

12/3/71 SUB - G. E. J.

AIRTEL

TO: 'DIRECTOR, FBI (164-2111)

(ATTM: FBI LABORATORY)

FROM: SAC, LAS VEGAS (164-60) (P)

UNSUD, aka Dan Cooper

HIJACKTHO NORTHWEST FLIGHT #305

11/24/71

CAA - HIJACKING; EXTORTION

00: Scattle

Transmitted, under separate cover, is one towel containing hair or fiber obtained from seat 18-E vacue the hijacker was sitting, and contents of asstray near seat occupied by hijacker and elimination fingerprints of employees of the Reno Evening Garette known to have handled first letter received by that newspaper from D. R. GOOPER, which was determined to contain no latent prints.

The FMI Laboratory is requested to conduct appropriate examination of the towel and hair fiber and such evidence as available which could be utilized in possible future identification or elimination of potential suspect when and if some is taken into custody. The Laboratory is also requested to examine the ashtray contents and specifically process any Raleigh filter tip cigarette butts for possible fingerprint identification or comparison, it being noted that hostess recalled that subject smoked same almost incessantly.

b6 b7C

3 - Bureau (loc Package) 1- Seattle 1 - Las Vegas HEH:jr (5)

DB Cooper-28141

The Laboratory is requested to make appropriate disposition of the elimination fingerprints, either filing same in civilian section of Eureau for future comparison of retaining in event of future receipt of manonymous letters by the Reno Evening Gazette.

The Bureau should furnish any pertinent information obtained as a result of above examinations to Seattle and Las Vegas Divisions.

All of the above enclosures may be destroyed at the Bureau upon completion of examination.

NR 007 MP PLAIN

5:41 PM NITEL 12/7/71 CMH

TO DIRECTOR (164-2111)

-----KANSAS-CITY-----

SUB - TIEKET

b6 b7С

LAS VEGAS

NEWARK

NEW YORK (164-627)

NORFOLK

· PORTLAND

RICHMOND

SEATTLE (164-81)

SPRINGFIELD (164-31)

WFO

HOUSTON

FROM MINNEAPOLIS (164-73)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE. CAA DASH HIJACKING; EXTORTION. 00: SEATTLE.

RE NEW YORK TELETYPE TO DIRECTOR DECEMBER THREE LAST,

NORFOLK TELETYPE TO DIRECTOR DECEMBER THREE LAST, SEATTLE

DB Cooper 28143

NITEL NOVEMBER THIRTY LAST AND SPRINGFIELD TELETYPE TO

DIRECTOR DECEMBER ONE LAST.

,

END PAGE ONE

GEARCHED INDEXED
SERIALIZED FILED
DEC 7 1971
FBI - SEATTLE

PAGE TWO

PROTOGRAPH OF SUSPECT
_DISPLAYED_TO STEWARDESS- WITHOUT
IDENTIFICATION. PHOTOGRPAHS OF DEVELOPED .
BY SPRINGFIELD DIVISION DISPLAYED TO STEWARDESSES
WITH NEGATIVE RESULTS. BOTH STEWARDESSES
ADVISED PHOTÓS OF DEVELOPED BY KANSAS
CITY AND
NOT IDENTICAL WITH UNSUB.
WITH REGARD TO SUSPECT SUBMITTED BY
NEW YORK, A SEARCH OF FLIGHT LEFT ENVELOPES FOR NORTHWEST
AIRLINES FLIGHT THREE ZERO FIVE FOR NOVEMBER TWENTYTWO,
TWENTYTHREE, AND TWENTYFOUR SEVENTYONE FAILED TO DISCLOSE

STEWARDESSES ON FLIGHT THREE ZERO FIVE DURING HIJACK ADVISED THEY OBSERVED NO ENGLISH OR SCOTTISH ACCENT DURING CONVERSATION WITH HIJACKER.

ANYONE BY NAME OF COOPER USED THIS FLIGHT BETWEEN WASHINGTON,

END PAGE TWO

D.C. AND PORTLAND, OREGON.

b7C

NWA, MINNEAPOLIS, HAS LOCATED UNSUB'S TICKET ZIFT THESE ZORO FIVE AND COUPOUR TO DELVE THESE ZORO FIVE AND COUPOUR TO DELVE

THE FOLLOWING PHOTOGRAPHS WERE ALSO SHOWN TO STEWARDESS

BY PORTLAND OFFICE;

DEVELOPED BY HOUSTON OFFICE; AND

DEVELOPED BY SEATTLE OFFICE.

COLER BY SENTILE OFFICE.

PENDING.

END

VAB

FBI SEATTLE CLR

ь7с

S. B

12/2/71

AIRTEL

AIRMAIL

MEMBERSHIP LIST

DRAWGR

TO:

DIRECTOR, FBI

SAC, SAN FRANCISCO (164-220) MAP

SUBJECT:

UNSUB, aka

FARLOGE 1-A

Dan Cooper Northwest Orient Airlines

11/24/71

CAA - AIR PIRACY

Re Seattle teletype, 11/29/71; San Francisco tel, 11/29/71; and San Francisco tel, 12/1/71.

In accordance with the request of the Seattle Office, one copy of the affiliated clubs of the U.S. Parachutists Association (USPA) is enclosed for the Bureau and Seattle Office. In addition, there is also enclosed for the Seattle Office an index of the members of the affiliated clubs of this association for the states of California, Washington, Oregon, Idaho, Mevada, and Arizona. There is also enclosed for the Eureau and Seattle one copy of the transcription of communications dealing with the control of aircraft NW305 on 25 November, 1971. This transcription was furnished by Federal Aviation Administration, Fremont, California. One copy of this transcription was delivered to Agents in the Sacramento Office with a map of the route of this aircraft on 12/1/71. A copy of this map is also enclosed for the information of Seattle Office.

ARMED AND DANGEROUS

Lests feleël in Voltam ; drawer of 164-81 cab,

2 - Bureau (Encls. 2) (AmRea)
2 - Seattle (164-81) (Encls. 4) 2 - San Francisco MMD/cad

(6)

SERVINED MATILED DEC U: 1971 PBI - SEATTLE

NR ØØ8 PD PLAIN
4:38 PM URGENT 12-6-71 LJQ
TO: SEATTLE (164-81)
MINNEAPOLIS

FROM: PORTLAND (164-41) (P) IP

UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, NINETEEN SEVENTYONE; CAA-HIJACKING; EXTORTION; OO: SEATTLE; BUFILE ONE SIX FOUR - TWO ONE ONE.

RE SEATTLE TELETYPE TO PORTLAND DATED DECEMBER THREE, SEVENTYONE.

NORTHWEST AIRLINES, PORTLAND,
OREGON, ADVISED ON DECEMBER SIX, SEVENTYONE, THAT SUBJECT'S TICKET
STUB RETAINED BY NORTHWEST AIRLINES HAS BEEN FORWARDED TO
NORTHWEST AIRLINES HEADQUARTERS, MINNEAPOLIS, MINNESOTA.

COPY OF SUBJECT'S TICKET STUB BEING FORWARDED TO SEATTLE.

MINNEAPOLIS REQUESTED TO OBTAIN TICKET STUB AND FORWARD TO

IDENTIFICATION DIVISION.

ARMED AND DANGEROUS.

END

VAB

FBI SAEATTLE F CLR

Sub C

777

CVSCO MINDOSCO

DEC 61971

FBI-SEATTLE

Ь7С

NRØ1Ø WA PLAIN

4: 4ØAM URGENT 12-4-71 DCW

TO SEATTLE (164-81)

PORTLAND

MINNEAPOLIS

LAS VEGAS (164-6Ø)

FROM DIRECTOR 2P

UNSUB, NORTHWEST AIRLINES FLIGHT THREE NAUGHT FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE, CAA - HIJACKING; EXTORTION.

RE SEATTLE LETTER NOVEMBER TWENTYNINE SEVENTYONE SUBMITTING
THREE PAPER ITEMS.

TWENTYFOUR LATENT FINGERPRINTS AND FIVE LATENT PALM PRINTS DEVELOPED.

LATENT FINGERF	RINTS NOT IDE	NTICAL FINGERPRINT	'S FOLLOWING,
WHOSE PALM PRINTS N	OT AVAILABLE:		, FBI
NUMBER			, FB
NUMBER			
, FBI NUMBER			
END DACE ONE			

GERRALIZED M FILED

DEC 21971

FBI - SEATTLE

b7C

PAGE TWO

END

FBI NUMBER		
FBI NUMBER		
, FBI	NUMBER	
, BORN	•	
,		
FINGERPRINTED		
	•	
confirming.		

ь6 b7С AIRTEL.

AIRMAIL - REGISTERED

TO: SAC, SEATTLE (164-81)

FROM: SAC, SACRAMENTO (164-50)(P)

UNSUB; Northwest Airlines Flight #305, 11/24/71, Portland, Oregon CAA - HIJACKING; EXTORTION

ReSCtel to Seattle, 11/29/71.

Enclosed for Seattle is opaque polyethylene bag alluded to in retel.

Inasmuch as no connection has been made between captioned incident and enclosed bag, this bag is being forwarded to Seattle in order that it may be displayed to Northwest Airlines personnel to determine if there is any possible connection.

It is being left to Seattle's discretion as to whether or not this bag will be sent to the FBI Laboratory for fingerprint examination. It is noted that the bag has been turned inside out to protect the exterior from handling. The bag is known to have been handled by the contributor, ______, and one ______, both of ______, California, whose fingerprints can be obtained if necessary.

3 Seattle (Enc. 1) (RM)
1- Package
2 - Sacramento
DNN: epg

SANGHED HISTORY DEC 20 1971
FBI - SEATTLE

ь6

b7C

11/30/71

AIRT	TEL		AIRMAIL	- REGISTERED	_
TO:	sac,	PORTLAND		Coff	ъ6 ъ7с
FROM	i: SAC,	SACRAMENTO	(26-5087)(P)		,
	gon Lice N		tation Wagon,		b6 ъ7с
Oreg	ihwest A gon; CAA E	drlines Flip - Hijacking Dolosed for	ght #305, 11/2 g; Extortion". Portland are	71, captioned "UNSUB; 4/71, Portland, two straps alluded to ination of captioned	
LEAL	<u>)s</u> :				
	PORTLA	MD:			
	<u> A</u>	T	OREGON:	•	ь6 ь7с
to 🗌		vehicle at i		rmine whether they were and if so, will return	ъ7С.
3 -	1- Pack	e (164-81)(Ri ento	-	164-81-503 51. Mg 371	

DB Cooper 28160

DNN:epg (6)

SAC, SEATTLE (164-81)

12/2/71

ASAC PAUL R. BIBLER

SEATTLE

NORTHWEST AIRLINES FLIGHT #305, Wedeney PORTLAND TO SEATTLE. 11/24/71 CAA - HIJACKING; EXTORTION

b6 |

b7C

b6 ь7с

b6

b7C

An individual named , Washington, telephoned on 12/1/71. He said that two parachutes to Northwest Airlines which they in turn, had placed on board and one of these, the back pack shute, had been recovered by our Las Vegas office when the plane landed in Reno. He said this chute had a "pioneer harness" of a type which was no longer made and new chutes

but this would not be the same.

00:

I told him that these chutes were being maintained as possible evidence at this point and I did not see how they could be returned to write a letter. I told him when the letter

was received we would discuss it with the USA and give him an answer.

PRB:klb (2)

> SEARCHED SERIALIZED VYY 030 4 FBI—SEATTLE



ints are not to be distributed outside your agency.



FEDERAL BUREAU OF INVESTIGATION

		Date of transcription 12/1/71	
	eing in Seattle,	-First National Bank, Washington, provided the	
ing a microfilm, worth of notes were worth of notes, the concerned with the \$20 bills, becomed on the microfic for the Federal Bisserial numbers of received, we must	r, handed the wrupon which the sere recorded. He he Federal Bureathe \$20 bills, cause the hijack hat there are \$2 icrofilm. Lureau of Investithe \$20 bills wie subtract serial	pon being advised of the ideniter a film canister containerial numbers of \$250,000 advised that of the \$250,000 u of Investigation should only that is the serial numbers of er received only \$20 bills. 30,000 worth of \$20 bills advised that in order gation to determine the hich the hijacker actually numbers which he provided numbers on the microfilm.	У
vere on the microsvorth of \$20 bills stated that the best provided of these \$20 bill both of these number when each of the actual serial	30,000 worth of film itself, were which the hija ank packs \$20 bi fore contains \$20 the first and 10 packets and advisers, as well as hese groups of numbers of the	list of serial numbers notes, which, although they e not part of the \$200,000 cker received. lls in packages of 1000 ,000 worth of \$20 bills. ast serial number in each ised that we should subtract the 98 serials numbers umbers in order to determine bills which the hijacker es are as follows:	
L336395 J020515 L334102 C057221 G985351	59A thru E125618 77A thru L204585 11 thru I004668 47A thru L323787 05A thru G168136 59A thru L143488 87A thru L195564	72A ¹ 666 753A 90A 853A	
ed on_11/25/71	o Seattle, Wa	shingtonFile #SE_164-81	Sub 291
	, -		

DB Cooper 28162

2 SE 164-81

> L33474929A thru L09819218A L38139808A thru L00934693 L34346374A thru L33449321A E50344994A thru E50344506A B07656937B thru L05419634A E22084591A thru L66634223B L52807604A thru L01043096 L19538120A thru L72860402B

BUREAU OF INVESTIGATION

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO.

164-60

November 29, 1971

FBI FILE NO.

LATENT CASE NO. A-45410

SAC, Las Vegas

unknown subject: RE: NORTHWEST AIRLINES FLIGHT 305 PORTLAND TO SEATTLE 11-24-71 CAA - HIGHJACKING; EXITORTION

REFERENCE:

Letter 11-23-71

EXAMINATION REQUESTED BY: Las Vegas

SPECIMENS:

Eleven transparent lifts

This report confirms and supplements Butel of 11-28-71.

Latent prints on submitted litts of no value.

Lifts and identifying envelope enclosed.

Enc. (12)

2 - Seattle (164-81)

1 - Portland

John Edga FBI - SEATTLE

THIS REPORT IS FURNISHED FOR OFFICIAL

DB Cooper 28164

CO-WITHESSES. 11/30/71 AIRMAIL

AIRTEL

TO DIRECTOR, FBI (164-2111)

SAC, SEATTLE (164-81) (P) FROM

SUBJECT: UNKNOWN SUBJECT:

NORTHUEST AIRLINES

FLIGHT #305,

PORTLAND TO SEATTLE,

11/24/71

CAA - HIJACKING; EXTORTION

00: SEATTLE

Enclosed for the Bureau is a 13-page copy of notes taken by Stewardess aboard captioned hijacked flight. Original notes have been secured as evidence advised these notes were taken by her in Seattle. while she was in the cabin of the aircraft in flight.

2 - Bureau (Enc. 1)
2 - Seattle

DSJ:mlc

(4)

DB'Cooper-28165

164-81-361

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	Susp:	
		1116
NR Ø1Ø SC PLAINTEXT	Susp; ILLU	AL MATED
643PM URGENT 11-29-71 LCH	•	O Copies
TO SEATTLE (164-81)	Dent Ren	ding Carit
PORTLAND .		
FROM SACRAMENTO (164-50) (5P)	cc - En	clence
	· , ·	-
UNSUB; NORTHWEST ORIENT AIRLINES FLIGH	T THREE ZERO	b6 b7С
FIVE, NOVEMBER TWENTY FOUR LAST, CAA	- HIGHJACKING;	
EXTORTION. 00: SEATTLE.	·	•
•		
. RE SACRAMENTO TELETYPE TO SEATTLE	, NOVEMBER TWENTY	
SIX LAST; AND SACRAMENTO TELEPHONE CA	LL TO SEATTLE, NOVEME	BER
TWENTY NINE INSTANT.		
ON NOVEMBER TWENTY SIX LAST,		
•	,	
CALIFORNIA, REPORTED HAVING OBSERVED	HAT HE BELIEVED TO	, b6
BE AN ILLUMINATED OBJECT DRIFTING IN :	HE AREA OF BENTON	b7C
AIRPORT, REDDING, AT APPROXIMATELY TE	TEN P.M., NOVEMBER	•
TWENTY FOUR LAST, AFTER WHICH THE OBJ	CT DESCENDED RAPIDLY	•
AS IF FALLING TO THE GROUND.	TATED THAT HE OBSERVE	ED .
THIS AFTER BEING ALERTED TO THE SKY BY	NOISES FROM AN >	· 1 . 4
AIRPLANE.	•	dub &
END PAGE ONE	164	1-81-334
	Bearched Berîxlize	NOTAL FILED
	N	OV 2 D 19/1
,		

DB Cooper 28166

. T. .

PAGE TWO

SC 164-5Ø

On hovehold them the the three	ı
	additions PTTTBANK
	b6
REDDING, CAME TO THE REDDING RESIDENT AGENCY AND RELEASED	ъ.
TO SA ONE OPAQUE POLYETHYLENE BAG	
APPROXIMATELY TWENTY THREE INCHES BY FIFTY INCHES WHICH	,
BAG WAS RECOVERED BY HIM ON NOVEMBER TWENTY SEVEN LAST,	
AT A POINT IMMEDIATELY WEST OF BENTON AIRPORT ON THE SIDE	•
OF A SANITARY LAND FILL, WHO CLAIMS TO HAVE	•
OBSERVED THE SEVEN TWO SEVEN AIRCRAFT INVOLVED IN INSTANT	•
MATTER FLY OVER REDDING AT APPROXIMATELY TEN P.M.,	· · · · · · · · · · · · · · · · · · ·
NOVEMBER TWENTY FOUR LAST, ADVISED THAT HE HAS MADE INQUIT	RY CONCERNING

THIS BAG WITH EMPLOYEES OF HIGHES DASH

AIRWEST, INC., REDDING, AND HAS OBTAINED THE OPINION FROM

THEM THAT THIS BAG IS SIMILAR TO AND COULD BE A DISPOSAL

TO

END PAGE TWO

PAGE THREE

SC 164-50

CAN LINER FROM A SEVEN TWO SEVEN PASSENGER AIRCRAFT.

ON NOVEMBER TWENTY FIVE LAST, A SIXTY FIVE PLYMOUTH. STATION WAGON REPORTED STOLEN AT ROSEBURG, OREGON, ON NOVEMBER TWENTY FOUR LAST, WAS RECOVERED ABANDONED NEAR BENTON AIRPORT WHERE VEHICLE HAD BEEN DRIVEN APPROXIMATELY SEVENTY FIVE FEET INTO HEAVY MANZANITA BRUSH IN AN OBVIOUS ATTEMPT TO CONCEAL ITS LOCATION. A SEARCH OF THIS VEHICLE DISCLOSED THE PRESENCE OF TWO STRAPS, ONE OLIVE DRAB CANVAS MATERIAL AND THE OTHER OF YELLOW NYLON MATERIAL NOT UNLIKE MATERIAL USED IN THE CONSTRUCTION OF PARACHUTES. SEVERAL LATENT FINGERPRINTS WERE LIFTED FROM THE INTERIOR OF THIS VEHICLE.

01	Ş	NOVEMBER	TWENTY	NINE	INSTANT,		卫
							_

, TELE-

PHONICALLY ADVISED THAT HE HAD OBSERVED THE COMPOSITE DRAWING OF UNSUB AND HE CONSIDERS THE COMPOSITE TO BE

END PAGE THREF

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b7C

1-7D

PAGEA FOUR	
SC 164-50	
SIMILAR IN MANY RESPECTS TO THE APPEARANCE OF	
WHEN LAST OBSERVED IN	
NI NETEEN ,	
ON NOVEMBER TWENTY NINE INSTANT,,	
APPEARED AT THE REDDING RESIDENT AGENCY AND	
NAMED AS A SUSPECT .	
IN INSTANT MATTER. NO SPECIFIC REASONS EXCEPT THAT	
, RESEMBLED	i _
DESCRIPTIONS AND WAS	
ON NOVEMBER TWENTY NINE INSTANT,,	
, OREGON, APPEARED IN REDDING AND RECOVERED	

END PAGE FOUR

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b6 b7С b7D

> ь6 ь7с

PAGE FIVE

SC 164-50

A SIXY FIVE PLYMOUTH STATION WAGON REFERRED TO ABOVE AT WHICH TIME HE ADVISED THAT THE VEHICLE WAS STOLEN FROM THE PARKING LOT OF A HOSPITAL IN ROSEBURG, OREGON, ON THE NIGHT OF NOVEMBER TWENTY THREE DASH TWENTY FOUR, LAST,

TENTATIVELY IDENTIFIED

THE STRAPS AS HAVING BEEN IN THE VEHICLE PRIOR TO ITS.
THEFT.

AS REQUESTED BY SEATTLE, WILL FORWARD POLYETHYLENE BAG TO FBI IDENTIFICATION DIVISION FOR COMPARISON WITH

OTHER MATERIAL SUBMITED IN INSTANT MATTER.

WILL CONTACT OWNER OF SIXY FIVE PLYMOUTH TO
DETERMINE IF STRAPS WERE IN VEHICLE PRIOR TO THEFT OF SAME,
AND IF NOT, WILL FORWARD TO SEATTLE.

END

FEE

FBI SEATTLE HOLD

DB Cooper 281/0

,

DIRECTOR, FBI

ATTN: IDENTIFICATION DIVISION
LATENT FINGERPRINT SECTION

SAC, SEATTLE (164-81)

UNSUB:

NORTHWEST AIRLINES FLIGHT 305 PORTLAND TO SEATTLE

PORTLAND TO SEAT 11/24/71

CAA - HIJACKING; EXTORTION

OO: SEATTLE

Northwest Airlines based at headquarters in Minneapolis, who was in Seattle, has advised that when he examined the plane on 11/25/71 at Seattle-Tacoma Airport, he found the enclosed papers in the plane. They were pushed down behind a seat.

There is no apparent connection between these papers and the hijacker; however, so they may be properly examined the Bureau is requested to process these papers for any latent fingerprints and return them for future use if needed.

3 - Bureau (Encl.-1) 1 - Seattle

JEM:eon

VALUE DEVELUPED Su LAB LETTER

PALM PRINTS OF

11/29/71

9 12-7-71.

Papers picked up by SA

N

Searched______Serialized Indexed

প্ৰস্তুত্ৰ

DB Cooper 281/2

ъ7С

164-81-293

Ow

NRØ29 WA PLAIN

4:16PM URGENT 11-29-71 LRS

TO SEATTLE

PORTLAND

LAS VEGAS

SACRAMENTO

FROM DIRECTOR (164-2111) 1P

UNKNOWN SUBJECT, NORTHWEST AIRLINES FLIGHT
THREE ZERO FIVE, NOVEMBER TWENTY FOUR LAST,
CAA DASH HIJACKING.

RECEIVING OFFICES PROMPTLY ALERT HOSPITALS,
CLINICS AND DOCTORS IN THE EVENT UNKNOWN SUBJECT
ATTEMPTS TO OBTAIN MEDICAL AID IN YOUR RESPECTIVE
AREAS.

SEATTLE ASCERTAIN THE WEIGHT OF THE LOOT IN POSSESSION OF THE UNKNOWN SUBJECT. SEATTLE ADVISE THE BUREAU. THE RESULTS OF THE DISPLAY OF THE ARTIST CONCEPTION TO WITNESSES. SUTEL.

END Rud

Sub. 6.

SEXPLED INDEXED

CENTRED MUED

NOV 2 9 1971

FBI - SEATTLE

STANDARD FORM NO. 64

Office Memorandum • United States Government

TO : FILE (164-81)

DATE: 11/29/71

FROM : SAC, SEATTLE

CC- EVIDENCE

SUBJECT: UNSUB;

NORTHWEST AIRLINES FLIGHT 305 portland TO SEATTLE, 11/24/71 CAA - HIJACKING; EXTORTION

SA HENRY SHUTZ called me on 11/29/71 at 10:00 AM and advised there was some reference to some torn paper found at the aircraft and he wanted to know if this was sent to the Bureau for examination. He said that the stewardess had taken a note from the UNSUB but he believes it was given back to him.

This matter should be pursued and the Bureau advised with the state of the state of

JEM:eon (1)

SEARCHED____INDEXED____ SERIALIZED____FILED____ NOV 2 9 1971 FBI—SEATTLE DIRECTOR, FBI

ATTENTION: FBI LABORATORY

11/26/71

SAC, LAS VEGAS (164-60)(P)

UNKNOWN SUBJECT; CC- EVIDENCE
NORTHWEST AIRLINES FLIGHT 305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIGHJACKING; EXTORTION
OO: Seattle

Enclosed for the Laboratory are eleven latents lifted from certain areas of the highjacked aircraft.

It is requested that these latents be examined to determine whether any of these have any value for identification purposes.

Advise Las Vegas, Scattle and Portland of the results.

No VALUE

2-Bureau (Encs. 11)
1-Portland (Info)
5-Senttle (164-81)(Info)
1-Las Vegas
WES:ffs
(5)

 NRØØ4 WA PLAIN
8:11 PM URGENT 11-28-71 REM
TO LAS VEGAS (164-6Ø)

SEATTLE (164-81)

PORTLAND
FROM DIRECTOR 1P

UNKNOWN SUBJECT; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE, CAA - HIJACK-ING; EXTORTION.

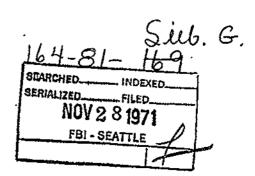
RE LAS VEGAS LETTER NOVEMBER TWENTYSIX LAST.

LATENT PRINTS LIFTS NO VALUE.

CONFIRMING.

END

DCA....FBI SEATTLE CLR



FEDERAL BUREAU OF INVESTIGATION FOI, PA DELETED PAGE INFORMATION SHEET FOI, PA# 1 16 cv 01/90 02

Total Deleted Page(s) 5
Page 6 ~ Duplicate,
Page 10 ~ Duplicate,
Page 12 ~ Duplicate,
Page 17 ~ Duplicate,
Page 18 ~ Duplicate,





FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20335

To: SAC, Los Angeles (164-49	Yo:	SAC.	Los	Angeles	(164-497
------------------------------	-----	------	-----	---------	----------

Date: April 19, 1974

ь6 ь7С

From: Director, FBI

Re:

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NORJAK

00: Seattle

FBI File No.

164-2111

Lab. No.

Examination requested by: Los Angeles, Las Vegas

Reference:

Airtels 3/27/74 & 4/5/74

Examination requested:

Microscopic Analyses - Fingerprint

Remarks:

It should be noted that the captioned crime was committed on November 24, 1971. Due to the amount of time that has passed since this date, the value of any further hair comparisons with the Q2 head hair clipping is very limited.

You are being advised of the result of the fingerprint, examination and the disposition of the "Also Submitted" items by a separate report.

Specimen K7 is being returned to the Los Angeles field office as an enclosure to this report.

The "Resubmitted" glass microscope slide is being returned to the Las Vegas field office as an enclosure to their copy of this report.

Enclosures (3) (2 Lab report, K7)

2-SAC, Las Vegas (164-60) Enclosures (3) (2 Lab report, Q2

hoc Inicroscope slide).

(2) SAC, Seattle (164-81) Enclosures (2) (2 Lab n

ADMINISTRATIVE PAGE

SEATICHED INDEXED SERIMITED OF FIRED APR 2 21974
FBI - Statute

DB Cooper 28177

of the



FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 320535

T	SAC, Los Angelas	Date: April 19,	1974	
R	NORJAK 00: Seattle	FBI File No. 164-2	2111	ь6 ь7с
	Sub 5	· · · · · · · · · · · · · · · · · · ·	·	40,A
3/	27/74 SAC, Los Angeles.	under cover of	airtel da	.ted
	K7 Head hair sample from] .	. b6 b7c
	Also Submitted: Finger and palm print	s of		
s a	pecimens received 4/11/74 from SAC, Las irtel dated 4/5/74 ::	Vegas under c	over of	— .
	Resubmitted from:	,		
	One glass microscope slide containing	hairs from spe	cimen Q2.	4*
	Result of examination:		• :	
	The head hair clipping of Carfound on Q2 is microscopically dissiming in the K7 head hair sample from the head hair clipping could not be assess the K7 hairs.	lar to the hair	rs present	b6

Sub G

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DB Cooper-28178

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TO:	SAC, SEATTLE		•	
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FROM: VIVE	SÁC, SAN FRANCISCO) (164-220) (Sq.10)	(P)	37
1	NORJAK DO: SEATTLE S	UBS; B; L, L, J	, M, R	
			•	
3/5/80.	Re San Francisco t	celephone call to S	eattle, dated	
each of the		the Seattle Offic	e is one copy	
	A letter dated 2/2 of a twenty dollar	20/80 from bill marked exhib	showing a it "A".	b6 b70
from	and a copy of	letter dated 3/6/8 anarticle captione FBI, dated May 12-	d"Take the	b6 b70
	As mentioned in re	eferenced telephone	call the	
San Francisc	co Office contacte	ed after	the receipt	b 6
•	t letter of 2/20/8		ed that he	1570
		e twenty dollar bil arb sometime in Nov		
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% ACADEMIC PUBLISHING, INC.

Box 27
Berkeley, California 94701
A NON-PROFIT ACADEMIC SERVICE

20 February 1980

Federal Bureau of Investigation 450 Golden Gate Avenue San Francisco California SUB 9.

The following purports to be a copy of one of the twenty dollar bills taken by skyjacker "D.B. Cooper" when he jumped from a 727 on 24 November 1971.

I wonder whether the serial numbers correspond to any of the stolen currency.

Curiously.

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164-81-83

DB Cooper-28181

1924



ACADEMIC PUBLISHING, INC. Box 27

Berkeley, California 94701

A NON-PROFIT ACADEMIC SERVICE

SUBG

6.March 1980

FBI
Seattle Operations Office
c/c SF/FBI

b6 b7C

Here is a copy of page 11 of the May 12, 1972 alledged interview with D.B. Cooper.

Confirmation of the serial number on the reproduced bill will form the basis of a short item in a magazine article I have submitted.

I would like to know of any further confirmation or disputation of the details in the enclosed article.

I may be reached c/o the above address.

trstru ly

b6
b7c



DB Cooper-28182

SUB-91-9319

HOW HEE EVOLUTE FIRE

DB Cooper-28183

Last November 24th, a man identifying himself as Cooper' parachuted from a Northwest Orient tines 727 jettiner between Seattle and Reno Nevada

with a parcel containing 10,000 twenty dollar bills which was the ransommoney that had been delivered to him while he held the planes crew hostage at the Seattle-Tacoma international airport.

The F.B.L and other state and local law enforcement agents assisted by companies of G.L's from Fort Lewis have futilly wasted many hours and thousands of tax-payers dollars looking for cooper.

So far Cooper has successfully eluded his following in the same ingenious manner that he pulled off his skyjack caper, cooly staying a safe distance away from danger.

The F.B.L headquaters in Seattle has vowed to scr- 12 utinize every foot of land between the Sea-Tac airport and Reno to turn up clues in the case.

Despite rewards of 5,000 dollars by the Medias "Fink on your Friends" programe the public has generally granted Cooper adoration and somewhat a hero status, anonymous interviewer from the twice weekly newspaper the Seattle Flag has produced a story from a taped interview with D.B. Cooper which is validated by the presentation of one of the recorded twenty dollar bills included in the ransom money.

This story was run in the 'Flag' because the interviewer was unable to send it to the 'Post-Intellingener' because they had the 5,000 dollar reward out for Coopers head also television stations would have requested a tape from which voice prints could possible be produced. Therefore, running the story in the Flag was the only solution.

Cooper said that the witnesses description were off by about fifteen pounds and a couple of inches. Also that the artist's impression were very poor. When asked why we was still in Washington state he added that he felt it has safer to hide where no one would imagine him to be rather then to go to some place like Mexico or South America where the authorities would naturally expect him.

He said he started act, at work on his skyjacking planlast June. The idea to come to him while he was it was a calculated risk that's why he jumped in bad weather and at night, also he waited a little longer than usual before pulling his ripcord. Adding that his free fall was about 5,000 of the total 7,000 feet. Which was very risky doing at night.

He came down about a hundred miles away from S.W.. Washington contrary to the F.B.L report that he touched down near Vancouver Washington.

The first thing he did on landing was bury his chute, he was within five miles of where he had intended in an evergreen wooded terrain. He credited this accuracy to his projected calculations and his japanese watch. He wouldn't say whether he had an accomplice on the ground. He said he had lived in Seattle and had once

two parachutes he had ordered. A stewardess cameback with the money in a canvas bag to where cooper was holding another stewardess as hostage in the rear of the passenger cabin.

Cooper checked out the loot, first thing and noticed that they reeked of duplicating flud. Then the stewardess made two more trips out on to the run way to bring in the chutes

the chutes.

Then one of the fuel trucks pulled up...then he ordered the passengers off the plane, and everyone else into the cockpit...a middle-aged, executive looking man started to push his way back through the line into the tourist cabin. Cooper tensed up expecting the guy to try something heroic - but he had just left his briefcase on his seat and was retrieving it...



worked at Beoing's on the construction of the first Boeing 727 in 1963 and got to know the 727 from the inside out.

of the three Pratt & Whitney engines two on the sides of the rear fuselage and the third at the base of the T-tail assembly. Also the down-flaps stalling speed. One hundred

He figured if the F.B.L was going to make a move it would be at Sea-Tac. Everybody but the stewardess he was holding hostage and the three man crew was clear of the plane. Buzzing the cockpit he asked the captain what the hold-up was. Trouble with the vapor lock was the answer. And another truck was coming. Cooperated the Captain: "Not more than one fuel truck at a the last country it."

(Mount Clipping in Space Balow)

Classification: Submitting Office:

Character: 1,54-81

(Indicat's age, name of newspaper, city and state.)

Edition:

Title:

ra. 15, The Columbian Vencouver, Ua.

2/15/80

By MYRON STRUCK States News Service

WASHINGTON -- Did D.B. Cooper land in, or near, the Washougal River rather than the Lewis River?

In the personal opinion of the chief FBI geologist who worked on the case, D.B. Cooper may have landed in the Washougal River, not near the Lewis River where it had been presumed that he came to earth -

before about \$5,800 in compressed, wet and eroded money was found along the banks of the Columbia River in February upstream from the Lewis.

The Washougal River scenario is the private view of geologist Chris Fiedler, who handled the soil analysis on the money, and not part of the agency's official report to the Seattle field office coordinating the investigation.

Still, it seems to be the only clue that might help the investigation the FBI was able to glean from a recert analysis of the bills in its Washington, D.C., research area known as Tre Laboratory.

The official report says little was found on the wad of money. The basis for the new information is Fielder's research of the sand particles found

among the bills and his discussions with federal geologists in the field.

He has concluded that the range of slind particles found among the bills is similar to sediment along the Columbia River and a number of its thibutaries.

Fiedler's opinion has been disavowed firmly by his mineralogy division section chief.

"He could have landed in the

Columbia River," Fiedler said. "Or he could have come down in the Washougal. The latter is where my training, and instincts, tell me is, more likely, based on the data I have available."

The sand tests involve little in the . way of complicated equipment only a simple microscope and some geological reference material that discuses the characteristics of sand

DB Cooper 28185

COPY SENT TO BUREAU FOI/DOJ

b6 b7€



FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

To:

SAC, Portland (164-41)

March 18, 1980

From: Director, FBI

FBI FILE NO.

164-2111

LAB. NO.

00304057 D LL VJ

Re:

NORJAK

JU183. 9, 11.

Examination requested by:

Portland

Reference:

Remarks:

Airtel dated February 29, 1980

Examination requested:

Document - Minerclogy - Fingerprint

Enclosures (2) (2 Lab report) ; lab report) ?

(2) Seattle (164-81) Enclosures (2) (2 Lab report)

DO NOT INCLUDE ADMINISTRATIVE
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INVESTIGATIVE REPORT

ADMINISTRATIVE PAGE

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MARY 1 9 1980

FBI-SEATTLE

FB1/DOJ

REPORT of the



FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

To:

Re:

SAC, Portland (164-41)

March 18, 1980

FBI FILE NO.

164-2111

LAB. NO.

00304057 D LL VJ

NORJAK

SUB J, M

Specimens received

February 3, 1980

Four United States Twenty Dollar Bills described as follows:

SPECIMEN	SERIAL NUMBER
Q60	G03072381B
Q61	140919321A
Q62	L55086857A
Q63	1.32987392A

Result of examination:

Specimens Q60 through Q63 contained mineralogical material which was similar to the Q59 sand previously submitted.

Q60 through Q63 were photographed and will be returned with the results of the fingerprint examination.

SERIALIED FILED

1980 AND

FBI-SEATTLE

invest

it and its contents are not to be distributed outside your agency.

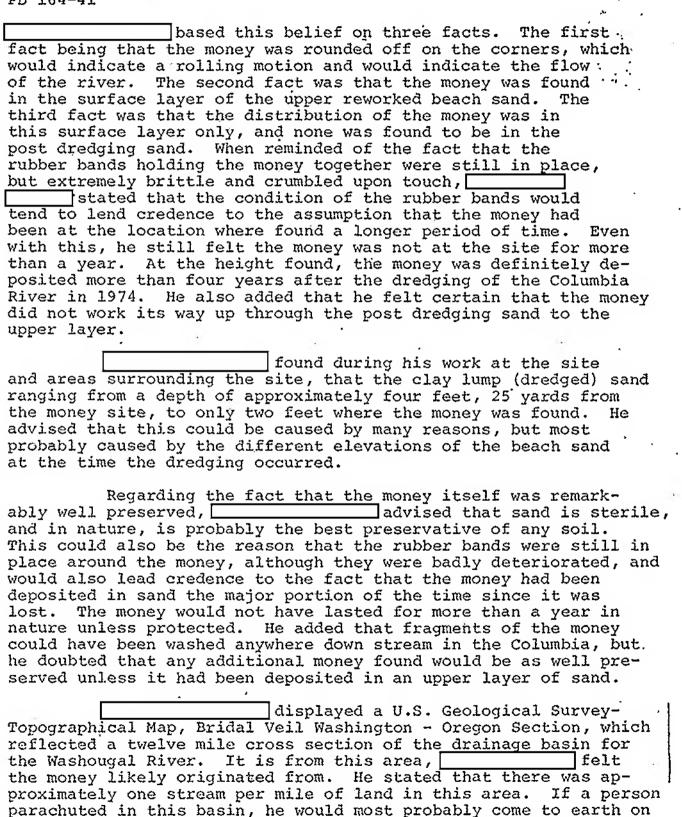
FEDERAL BUREAU OF INVESTIGATION JUB E, GJ, MJ &

-1-1-119

•	- 1 - · · 2/14/80
	Date of transcription
	, Portland State
University, home address	, home b7
telephone number	work telephone number
was interviewed following	
	where portions of \$20 bills had been
	were among the money furnished a person
identifying himself as D.	B. COOPER during a 1971 airplane high-
jacking attempt.	was interviewed by SA be
	Oregon, FBI Office.
	advised that he found the beach area
in the vicinity where the	money was found to be in approximately
four different layers. T	hese layers consisted of an upper sand
	and layer, a clay lump (dredge) sand .
layer, and below that an	older sand layer. The upper layer con-
	eight inches of reworked beach sand
	stained the fragments and bundles of
	s sand also contained soda pop cans and
	not severely damaged or rusted. The
	ned older soda pop cans, rusted nails .
	sted artifacts, which were in a much more
	The clay lump (dredge) sand was a mix-
	ragments of organic clay material,
	five inches in size. Based on U.S. Corps
	nich reflect that they dredged the Columbia
River at this site in 197	
	deposited during that 1974 dredging. The b7
	by the clay lump sand, were deposited
prior to the 1974 dredging	
prior co che is /4 dreagin	ry •
	advised that in the post dredging
laver, he found cross bed	Nded course and medium sand, which in-
dicated the river and riv	ver waves had worked repeatedly on this
	oper six inches to eight inches of re-
	active layer which is currently being
worked by the water of the	
•	•
Based on the co	ondition of the money through observation,
advised	that the money was probably washed into be
the location where it was	s found by natural river flow and was 67
	ocation of Tena Bar during the last
rise in the Columbia Rive	er in the past two or three months.
igation on 2/13/80 at · Vo	ancouver, Washington File # PD 164-41
(f)	DB Cooper-28189
SA : ckw_	Dato dictated 2/14/80 be
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This document contains neither recommendations not conclusions of the FBI. It is the property of the FBI and is loaned to your agency:

PD 164-41



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